

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

21 JUL 1951

Ship's Name "LYNCH"	Official Number 148612.	Nationality and Port of Registry BRITISH. LONDON.	Gross Tonnage 211	Date of Build 1924-10.	Port of Survey FALMOUTH.
Moulded Dimensions: Length 100' X Breadth 21' X Depth 13' X					Date of Survey 18th JULY 1951.
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature Alex. M. Jenkins
Coefficient of fineness for use with Tables .68 assumed.					Particulars of Classification 2100 A.1. FOR TOWING PURPOSES. S. S. FAL. 7, 48 (DR).

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	13.0	(a) Where D is greater than Table depth (D-Table depth) R = $(13.12-6.67) \frac{100}{130} = +4.96$		Moulded Breadth (B)	21' 0" ✓
Stringer plate	.030	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓		Standard Round of Beam = $\frac{B \times 12}{50} =$	6.48" ✓
Sheathing on exposed deck				Ship's Round of Beam =	6 3/4" ✓
$T \left(\frac{L-S}{L} \right) = \frac{21 \times 40.75}{100} =$.09 ✓	If restricted by superstructures ✓		Difference	+ .27" ✓
Depth for Freeboard (D) =	13.12 ✓			Restricted to ✓	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.27}{4} \times 1 = -.07'$	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

FLUSH DECK NO SUPERSTRUCTURES.

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$

" " $\frac{S_1}{L} =$

" " $\frac{E}{L} =$

Percentage from Table, Line A.
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = **NIL.** ✓

VESSEL AFLOAT. DRAFT FORWARD. 7' 3" AFT. 13' 3"

SHEER CORRECTION. SHEER HEIGHTS ARE MEASURED FROM A LINE PARALLEL TO THE LOAD WATERLINE PASSING THROUGH THE FREEBOARD DECK AT SIDE AT THE MIDDLE OF THE LENGTH.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	20.00	1		20.00	-4"	-4.00	1		-4.00
1/4 L from A.P.	8.90	4		35.60	-8"	-8.00	4		-32.00
3/4 L	2.20	2		4.40	-7"	-7.00	2		-14.00
Amidships	-	4		-	0	-	4		-
3/4 L from F.P.	4.40	2		8.80	+8 1/2"	4.40	2		8.80
1/4 L	17.80	4		71.20	+29"	17.80	4		71.20
F.P.	40.00	1		40.00	+61"	40.00	1		40.00
Total				180.00					70.00

Mean actual sheer aft = < .50

Mean actual sheer forward = > 1

Length of enclosed superstructure forward of amidships = ✓

" " aft of " = ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{110.00}{18} \times .75 = +4.58$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 13.03 Ft. Summer freeboard = 1.67 Moulded draught (d) = 11.36 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.84 = 2 3/4 Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches $\frac{d}{4} = 2.84 = 2 3/4$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient NIL. Depth Correction ... 4.96 ✓ Deduction for superstructures ... - Sheer correction ... 4.58 ✓ Round of Beam correction ... 0.07 ✓ Correction for Thickness of Deck amidships ... 1.08 ✓ Other corrections, scantlings, etc. ... - 9.54 1.15 ✓ + 8.39 ✓ Summer Freeboard = 19.89 ✓	11.50 ✓ 11.50 ✓ 11.80 ✓
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Water, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	8 1/2"	Tropical Fresh Water Freeboard	...	1' - 2 1/2" not assigned
Fresh Water Line	"	2 3/4"	Fresh Water	"	1' - 5 1/4" not assigned
Tropical Line	"	2 3/4"	Tropical	"	1' - 5 1/4" not assigned
Winter Line below	"	2 3/4"	Winter	"	1' - 10 3/4" not assigned
Winter North Atlantic Line	"	not assigned	Winter North Atlantic	"	not assigned

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

18th July 1951

BRITISH
LONDON

100'

21'

13'

1000 R.T.
FOR TOWING PURPOSES
(S. 2, 1948, 1949)

FLUSH DECK NO SUPERSTRUCTURES

Yessel Aboard. Draft Forward 7' 3" aft 13' 3"

4'	4'
8'	8'
7'	7'
0	0
+8'	+8'
+2'	+2'
+6'	+6'

Trade of ship STEAM TUG FOR TOWING PURPOSES.

Names of sister ships ☒

Builder's name and yard number J. MEYERS. S.B. CO. ZALT. BOMMEL.

Owners THE FALMOUTH TONAGE CO. LTD.

Fee £ 7 : 0 : 0

Alex. M. Jenkins
FALMOUTH.
18th July 1951.



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Foundation