

Reduced tanker tabular freeboard —  
amended computation.

LLOYD'S REGISTER OF SHIPPING  
SURVEYS FOR FREEBOARD  
(COMPUTATION FOR ~~STEAMER~~, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received .....  
Index No. ....  
Govt. Copy .....  
Owners C11 .....

Ship's Name <b>MOBIL EAGLE</b> <b>(ex. MOBIL COMET)</b>	Official Number	Nationality and Port of Registry <b>Panamanian</b> <b>PANAMA</b>	Gross Tonnage	Date of Build <b>1950-1</b>	Port of Survey..... Date of Survey <b>27/9/62.</b> Surveyor's Signature..... Particulars of Classification <b>L.R. + 100 A1</b>
Moulded Dimensions: Length <b>600'</b> Breadth <b>82.5'</b> Depth <b>42.5'</b> Freeboard Length <b>601.1' to &amp; of rudderstock.</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>39590</b> tons (excluding bossing) Coefficient of fineness for use with Tables <b>0.773.</b>					

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <b>42.5'</b> Stringer plate ... .. <b>0.12</b> Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>42.62</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D—Table depth) R = <b>+ 7.65"</b> (b) Where D is less than Table depth (if allowed) (Table depth—D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>- 0.03"</b>
---	---	---

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	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 ... ..						

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 = <b>14.38"</b>	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1				1	
$\frac{1}{4}$ L from A.P. ... ..		4				4	
$\frac{2}{4}$ L " ... ..		2				2	
Amidships ... ..	0	4	0	0	0	4	0
$\frac{3}{4}$ L from F.P. ... ..		2				2	
$\frac{1}{4}$ L " ... ..		4				4	
F.P. ... ..		1				1	
Total ... ..							

Mean actual sheer aft =  
Mean standard sheer aft =  
Mean actual sheer forward =  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships =  
" " aft of " =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) =$  **+ 14.96"**  
If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Ft. Depth to Freeboard Deck = <b>42.62</b> Summer freeboard = <b>10.35</b> Moulded draught (d) = <b>32.27</b> Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{4}$ inches = <b>8.07" = 205 m/m</b> Addition for Winter North Atlantic Freeboard (if required) = <b>8.07 + 6.01 = 14.08" = 358 m/m</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>35199</b> Tons per inch immersion at summer load water line $T =$ <b>98.35</b> Deduction = $\frac{\Delta}{40 T}$ inches = <b>8.95"</b> <b>= 227 m/m</b>	<b>TABULAR FREEBOARD corrected for Fresh Deck (if required)</b> Correction for coefficient <b>1.453</b> <b>1.36</b> Depth Correction ... .. <b>7.65</b> Deduction for superstructures ... .. <b>14.38</b> Sheer correction ... .. <b>14.96</b> Round of Beam correction ... .. <b>0.03</b> Correction for Thickness of Deck amidships ... .. Other corrections, scantlings, etc. ... .. <b>22.61 14.41 + 8.20</b> Summer Freeboard = <b>124.21</b>	<b>108.59</b> <b>116.01</b>
---	--	--	--------------------------------

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	<b>4.32 m/m</b>	Tropical Fresh Water Freeboard ...	<b>272.3</b>
Fresh Water Line " " ...	<b>2.27 "</b>	Fresh Water " " ...	<b>292.8 "</b>
Tropical Line " " ...	<b>2.05 "</b>	Tropical " " ...	<b>295.0 "</b>
Winter Line below " " ...	<b>2.05 "</b>	Winter " " ...	<b>336.0 "</b>
Winter North Atlantic Line " " ...	<b>3.58 "</b>	Winter North Atlantic " " ...	<b>351.3 "</b>

in) length of  
601.1 ft. does not  
justify such a  
large increase.

N.B. 1) A. 16. freeboards reassigned previously are much greater than these figures (and previous figures)  
2) L. R. previous summer freeboard figure reduced in comp<sup>n</sup> by 1 m/m only (3156 - 3155 m/m).