

10 MAY 1950

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **"KANGAVAR"**
(CLELAND'S YARD)
No 162

Official Number **183283**

Nationality and Port of Registry **BRITISH**

Gross Tonnage **328**

Date of Build **1950**

Port of Survey **NEWCASTLE-ON-TYNE**

Date of Survey **During construction**

Surveyor's Signature **R. W. Y. Jordan**

Moulded Dimensions: Length **160'-0"** Breadth **25'-0"** Depth **8'-6"**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **712** tons

Coefficient of fineness for use with Tables **.865**

Particulars of Classification **+ 100 A - "BARGE"**
"FOR COASTAL SERVICE IN THE PERSIAN GULF"
(Scantlings suitable for all seasons draught of 6'-0").

DEPTH FOR FREEBOARD (D). **8.50** ✓

Moulded depth ... **8'-6"**

Stringer plate ... **.03**
.036

Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$ **-**

Depth for Freeboard (D) = **8.53** ✓

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D-Table depth) R = **✓**

(b) Where D is less than Table depth (if allowed)
(Table depth-D) R = **✓**
(10.67 - 8.53) .230 = -2.63" ✓
2.14 ✓

If restricted by superstructures **Yes. Nil.** ✓

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) **25'-0"** ✓

Standard Round of Beam = $\frac{B \times 12}{50} =$ **6"** ✓

Ship's Round of Beam = **6 1/4"** ✓

Difference **.25** ✓

Restricted to **✓**

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.25}{4} = -.06"$ ✓

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 ...					
Fore 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.**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	26.00	✓	1	26.00	14 3/4	14.75	✓	1	14.75
1/2 L from A.P. ...	11.57	✓	4	46.28	1 1/16	1.06	✓	4	4.24
1/4 L " ...	2.86	✓	2	5.72	Nil	✓	2	✓	✓
Amidships ...	✓	4	✓	Nil	✓	4	✓	✓	✓
1/4 L from F.P. ...	5.72	✓	2	11.44	Nil	✓	2	✓	✓
1/2 L " ...	23.14	✓	4	92.56	11 3/4	11.75	✓	4	47.00
F.P. ...	52.00	✓	1	52.00	30"	30.00	✓	1	30.00
Total ...				234.00					95.99

Mean actual sheer aft =

Mean standard sheer aft =

DEFICIENT. ✓

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

DEFICIENT SHEERS. ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{138.01}{18} \times .75 = +5.75"$ ✓

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 = **8.53** Ft. ✓

Summer freeboard = **2.52** ✓

Moulded draught (d) = **6.01** ✓

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **1 1/2"** ✓

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line (6'-0")

$\Delta =$ **590 TONS.**

Tons per inch immersion at summer load water line (6'-0")

$T =$ **8.55 TONS.**

Deduction = $\frac{\Delta}{40 T}$ inches

= **1 3/4"**

TABULAR FREEBOARD

corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. corresponding to

To an ALL SEASONS MOULDED

DRAUGHT OF 6'-0" (6'-0" ACTUAL).

16.90 + 2.40

862 + 68

1.36 = 1.542

1.36

✓

+

-

5.75

✓

.06

✓

2.68

8.43

.06

8.37

Summer Freeboard =

30.25

Nil

12.5.50

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

Tropical Fresh Water Line above Centre of Disc ... **1 3/4"** ✓

Fresh Water Line " " ... **1 3/4"** ✓

Tropical Line " " ... **Nil.** ✓

Winter Line below " " ... **✓**

Winter North Atlantic Line " " ... **Nil. Assigned.** ✓

Tropical Fresh Water Freeboard **2'-6 1/4"** ✓

Fresh Water " **2'-4 1/2"** ✓

Tropical " **2'-4 1/2"** ✓

Winter " **2'-6 1/4"** ✓

Winter North Atlantic " **Nil.** ✓

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.

APPROVED PLANS IN LONDON OFFICE.

Trade of ship Dumb barge for coastal service in the Persian Gulf.

Names of sister ships 6 belands Yard Nos 82 and 83.

Builder's name and yard number 6 belands (successors) Ltd Yard No 162

Owners British Tankers Co Ltd.

Fee £ Charge with First Entry.

22



© 2021

Lloyd's Register
Foundation