

Theobalds
39262

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name CHISHOLM TRAIL	Official Number 181763	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 10660.33	Date of Build 1945	Port of Survey FALMOUTH
Moulded Dimensions: Length 503.00' Breadth 68.00' Depth 39.25' To centre of rudder stock					Date of Survey 24th OCTOBER 1947
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24300 tons					Surveyor's Signature <i>Alex. M. Jenkins</i>
Coefficient of fineness for use with Tables .745					Particulars of Classification CLASS CONTEMPLATED

DEPTH FOR FREEBOARD (D). Moulded depth 39.25 Stringer plate08 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 39.33	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (39.33-33.53)3 = +17.40' (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 5.8 If restricted by superstructures <input checked="" type="checkbox"/>	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 68.00 Standard Round of Beam = $\frac{B \times 12}{50} = \frac{16.32}{50} = \mathbf{18''}$ Ship's Round of Beam = 18'' Difference +1.68 Restricted to Correction = $\frac{\text{Diff} \times 6007}{4 \times (1 - \frac{S_1}{L})} = \frac{1.68 \times 6007}{4} = \mathbf{255.1}$
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DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure 7.5'
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equiv</i> ...	109.17	109.17	8.0	<input checked="" type="checkbox"/>	109.17
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed <i>equiv</i> ...	38.67	38.67	8.0	<input checked="" type="checkbox"/>	38.67
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	52.63	52.63	10.0	<input checked="" type="checkbox"/>	52.63
" overhang75	.38			.38
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	201.22	200.85			200.85

Deduction for complete superstructure **42''**
 Percentage covered $\frac{S}{L} = 40.01$
 $\frac{S_1}{L} = 39.93$
 $\frac{E}{L} = 30.93$
 Percentage from Table, Line A Tanker **30.93**
 (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 = **42 x .3093 = -12.99''**

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	60.30	1	60.30	24.00	24.00	1	24.00
$\frac{1}{4}$ L from A.P. ...	26.83	4	107.32	4.00	4.00	4	16.00
$\frac{3}{8}$ L " ...	6.63	2	13.26	-	-	2	
Amidships ...	-	4	-	-	-	4	
$\frac{3}{8}$ L from F.P. ...	13.27	2	26.54	-	-	2	
$\frac{1}{4}$ L " ...	63.67	4	214.68	6.00	6.00	4	24.00
F.P. ...	120.60	1	120.60	18.00	18.00	1	18.00
Total ...			542.70				82.00

Mean actual sheer aft
 Mean standard sheer aft = } *deficient*
 Mean actual sheer forward
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = } *Tanker*
 " " aft of " = }
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{460.7}{18} \left(\frac{.75 - 2001}{5499} \right) = \mathbf{+14.07''}$
 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 = 39.33 Summer freeboard = 9.23 Moulded draught (d) = 30.10 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.52 = 7 1/2'' Addition for Winter North Atlantic Freeboard (if required) = 7.52 + 5.03 = 12.55 = 12 1/2''	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 21890$ Tons per inch immersion at summer load water line $T = 67.0$ Deduction = $\frac{\Delta}{40 T}$ inches = 8.17 = 8 1/4''	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.745 + .68}{1.36} = \frac{1.425}{1.36}$ Depth Correction 17.40 Deduction for superstructures 12.99 Sheer correction 14.07 Round of Beam correction25 Correction for Thickness of Deck amidships Other corrections, scantlings, etc. 31.47 13.24 +18.23 Summer Freeboard = 110.63
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood & Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	... 15 1/4"	400	Tropical Fresh Water Freeboard	7-11"	2413
Fresh Water Line	... 8 1/4"	210	Fresh Water	8-6 1/2"	2603
Tropical Line	... 7 1/2"	190	Tropical	8-7 1/4"	2873
Winter Line	... 7 1/2"	190	Winter	9-10 1/4"	3063
Winter North Atlantic Line	... 12 1/2"	317	Winter North Atlantic	10-3 1/4"	3130

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.

IT WILL BE RECOMMENDED

THIS VESSEL IN MY OPINION IS ELIGIBLE TO HAVE THE NOTATION OF CLASSIFICATION CONTEMPLATED WITH NOTATION OF EXAMINED L.R. 10, 47 VALID FOR 12 MONTHS AND RECORD OF DRY DOCKING 10, 47.

Alex. M. Jenkins.

Poop :-

at side = 106.5

$\frac{2}{3} \times 4 = 2.67$

109.17 = equiv enclosed length.

Bridge :-

at side = 36.00

$\frac{2}{3} \times 4 = 2.67$

38.67 = equiv enclosed length.

Trade of ship CARRYING PETROLEUM IN BULK OCEAN.

Names of sister ships

Builder's name and yard number KAISER COMPANY INCORPORATED PORTLAND OREGON. N° 2403.

Owners BRITISH TANKER CORPORATION

Fee £ 20 : 0 : 0.

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