

GOVT. COPY ISSUED

3 SEP 1952

SUNDERLAND RPT. NO. 35141

Rpt. C.11 (Comp.).

OWNERS' C.11 ISSUED

3 SEP 1952

Index No.

4274

(For London Office only.)

Lloyd's Register of Shipping  
SURVEYS FOR FREEBOARD.

COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **SANTALWOOD** (MESSRS. J. L. THOMPSON'S) YARD NO 672

Official Number **184595**

Nationality and Port of Registry **BRITISH LONDON HONG KONG**

Gross Tonnage **APPROX 10000 10061**

Date of Build **1952**

Port of Survey **SUNDERLAND**

Date of Survey **WHILE BUILDING**

Surveyor's Signature **Alfred J. S. Sheffer**

Particulars of Classification **100 A1** (CARRYING PETROLEUM IN BULK. (CLASSIFICATION CONTEMPLATED))

Moulded Dimensions: Length **475.00** Breadth **67.375** Depth **37.33**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **22155** tons

Coefficient of fineness for use with Tables **0.7626**

DEPTH FOR FREEBOARD (D).

Moulded depth ... **37.33**

Stringer plate ... **0.06**

Sheathing on exposed deck

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

Depth for Freeboard (D) = **37.39**

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D-Table depth) R = **(37.39-31.67)3 = +17.16**

(b) Where D is less than Table depth (if allowed) (Table depth-D) R = **5.72**

If restricted by superstructures **✓**

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) **67.375**

Standard Round of Beam =  $\frac{B \times 12}{50} = \frac{16.17}{50} = 16.17$

Ship's Round of Beam = **18.00**

Difference **+ 1.83**

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.83}{4} \times 0.61 = -0.28$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed SEE SKETCH	103.00	103.00	7.75'	-	103.00
" overhang ...	NIL				
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed SEE SKETCH	39.57	39.57	7.50'	-	39.57
" overhang aft ...	3.40	2.55			2.55
" overhang forward ...					
F'cle enclosed ...	40.08	40.08	7.58'	-	40.08
" overhang ...	NIL				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	186.05	185.20			185.20

Standard Height of Superstructure **7.30**

" " R.Q.D. **-**

Deduction for complete superstructure **42.00**

Percentage covered  $\frac{S}{L} = \frac{39.17}{100} = 39.17$

" "  $\frac{S_1}{L} = \frac{39.00}{100} = 39.00$

Percentage from Table, Line A. TANKER **30.00**

(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 = **42.00 x 30.00 = +12.60**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	57.50	1		57.50	49.50	49.50	1		49.50
1/4 L from A.P. ...	25.59	4		102.36	4.375	4.38	4		17.52
1/2 L " ...	6.325	2		12.65	0	0	2		0
Amidships ...	-	4		-	0	0	4		-
3/4 L from F.P. ...	12.65	2		25.30	0	0	2		0
3/4 L " ...	51.18	4		204.72	11.875	11.88	4		47.52
F.P. ...	115.00	1		115.00	72.25	72.25	1		72.25
Total ...				517.53					186.79

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 =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{330.74}{18} \left( \frac{.75 - .1959}{2 \times 475} \right) = +10.18$

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 = **37.39**

Summer freeboard = **8.42**

Moulded draught (d) = **28.97**

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **7.24**

Addition for Winter North Atlantic Freeboard (if required) = **7.24 + 4.73 = 12**

## Deduction for Fresh Water.

SEE ATTACHED PLAN

Displacement in salt water at summer load water line

$\Delta = 20067$

Tons per inch immersion at summer load water line

$T = 65.93$

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

= **7.61**

= **7 1/2**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{764 + 68}{1.36} = 1.444 / 1.36$

Depth Correction ... **17.16**

Deduction for superstructures ... **12.60**

Sheer correction ... **10.18**

Round of Beam correction ... **28**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Summer Freeboard = **100.94**

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

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line " "

Tropical Line " "

Winter Line below " "

Winter North Atlantic Line " "

Tropical Fresh Water Freeboard

Fresh Water " "

Tropical " "

Winter " "

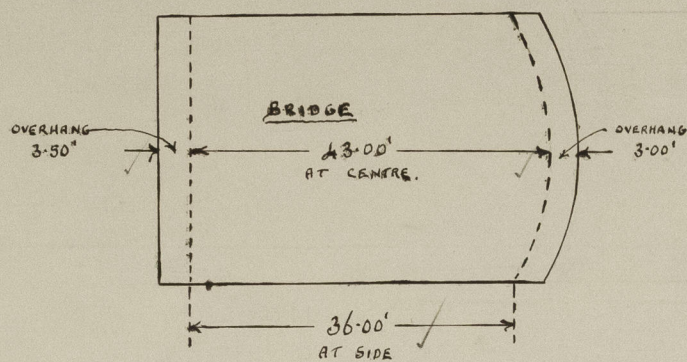
Winter North Atlantic " "



# Sandalwood.

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.

SKETCH SHOWING BRIDGE AND POOP



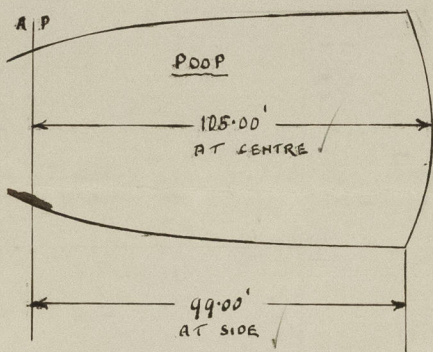
Bridge at side = 36.00

$\frac{2}{3} \times 7.0 = 4.67$

$40.67 \times \frac{65.542}{67.375} = 39.57' \text{ Equip.}$

$\frac{O/H \text{ aft}}{110} = \frac{3.50 \times 65.542}{67.375} = 3.40'$

110 O/H Fwd.



Poap at side = 99.00

$+ \frac{2}{3} \times 6.0 = 4.00$

Equip End = 103.00

Trade of ship INTERNATIONAL

Names of sister ships "LONDON GLORY" - MESSRS LAING'S YARD N° 793.

Builder's name and yard number J. L. THOMPSON & SONS LTD. YARD N° 672.

Owners JOHN I. JACOBS & CO. LTD.

Fee £ will be charged on YE



© 2021

Lloyd's Register  
Foundation