

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER~~)

For LONDON OFFICE ONLY

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 Index No. _____
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Ship's Name "J. PAUL GETTY"	Official Number	Nationality and Port of Registry AMERICAN MONROVIA	Gross Tonnage	Date of Build 1960	Port of Survey DUNKIRK
Moulded Dimensions: Length 246.280 Breadth 33.528 Depth 18.694 DESIGNED Freeboard Length 246.280 18.679 ACTUAL					Date of Survey DURING CONSTRUCTION
Moulded displacement at moulded draught = 85 per cent. of moulded depth @ 15.877 = 11,835 METRIC tons					Surveyor's Signature <i>Ronald</i>
Coefficient of fineness for use with Tables 853 832					Particulars of Classification 100 A.1. CARRYING PETROLEUM IN BULK (CONTEMPLATED)

DEPTH FOR FREEBOARD (D). M	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 18.679	(a) Where D is greater than Table depth $\sqrt{(D - \text{Table depth}) R} = \sqrt{(18.679 - 18.419) 30} = 574$	Moulded Breadth (B) 33.528
Stringer plate038	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 670$
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = 670 mm
Depth for Freeboard (D) = 18.717		Difference NIL
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) M	Equivalent Enclosed Length (S ₁)	Height	Height Correction AT CTR	Effective Length (E)	
Poop enclosed <i>Quin.</i>	49.072	51.137		2.692		Standard Height of Superstructure 2,290 m.
" overhang	51.137	50.857				" " R.Q.D.
R.Q.D. enclosed	50.857					Deduction for complete superstructure 1067 m.
" overhang						Percentage covered $\frac{S}{L} = 33.02$
Bridge enclosed						" " $\frac{S_1}{L} = 32.50$
" overhang aft						" " $\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A. TANKER. 23.5
F'cle enclosed	27.880	27.880		2.590		(corrected for absence of forecastle (if required))
" overhang	2.591	1.296		2.590		Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = 1067 x 23.5 = 252 m.
" " forward	328	80.033			80.033	
Total	81.602	80.307			80.307	

P.T.O. FOR SKETCH SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate M	Effective Ordinate	S M	Product
A.P.	2306	1		2.032	2032	1	2032
$\frac{1}{4}$ L from A.P.		4		.090	90	4	360
$\frac{2}{8}$ L		2		0		2	
Amidships	0	4	0	0	0	4	0
$\frac{3}{8}$ L from F.P.		2		0		2	
$\frac{1}{4}$ L		4		.001	1	4	4
F.P.		1		2.159	2159	1	2159
Total			20754				4555

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{(16199 - 2159) \times (.75 - \frac{16.5}{2 \times 246.28})}{18} = 512$ mm.

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **18.717**
 Summer freeboard = **4.865**
 Moulded draught (d) = **13.851**
 Keel allowance = **13.906**
 Extreme draught = **13.906**

Deduction for Tropical freeboard and addition for =

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

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

EXT DRAFT	EXT Δ	T.P. CENTIMETRE
16.415	116.250	77.16
15.915	112.380	76.87
15.415	108.530	76.58

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.

Summer Freeboard = **4866** **4811**

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

Winter North Atlantic Line

Tropical Fresh Water Freeboard

Fresh Water

Tropical

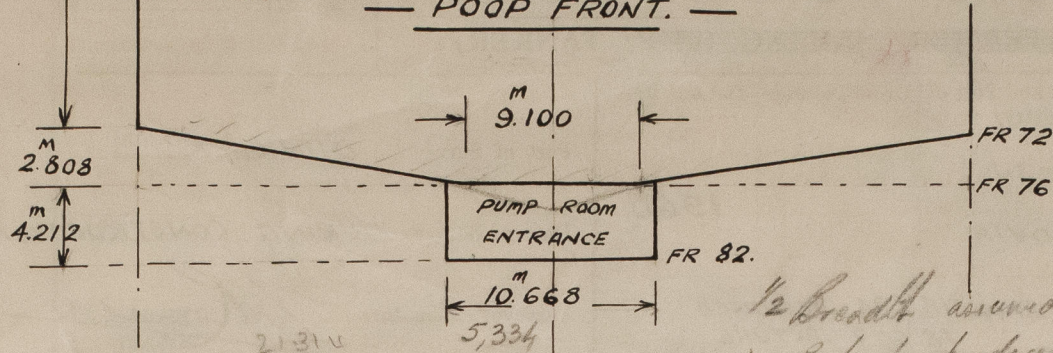
Winter

Winter North Atlantic

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.

49.072 TO CTR
OF RUDDER STOCK

POOP FRONT.



$$\frac{(4.5500 + 16.764) \times 2.808}{33.528} = 1.785$$

$$49.072$$

$$50.857$$

$\frac{1}{2}$ Breadth assumed as at midships = 16.764

\therefore P. front projected to L.

$$= 2.808 \times \frac{16.764}{11.430} = 4.118 \times 3.854$$

$$12.214 \times \frac{1}{2} = 2.059 \times 1.927$$

$$+ 49.072$$

Poop equiv. L. = ~~51.134~~ 50.999

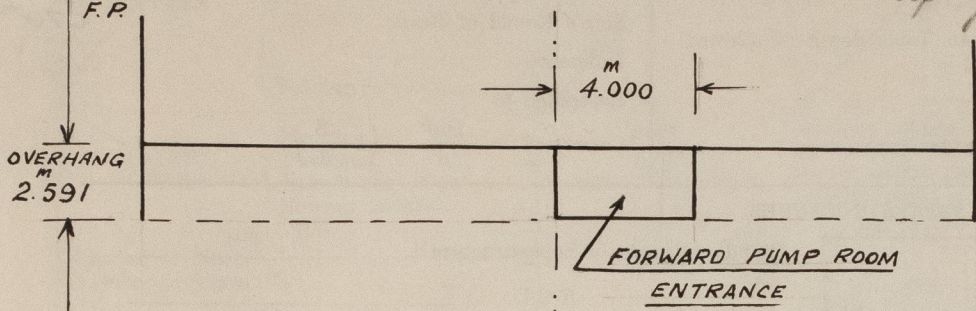
Shear allowance.

$$= \frac{2692 - 2290}{3} \times \frac{49.072}{246,280}$$

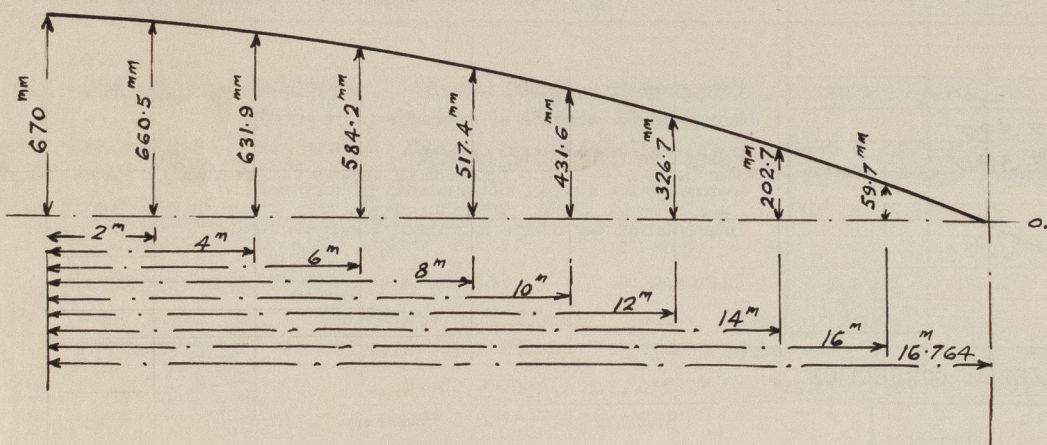
$= 26.7 = 27 \text{ mm}$

27.880 TO
F.P.

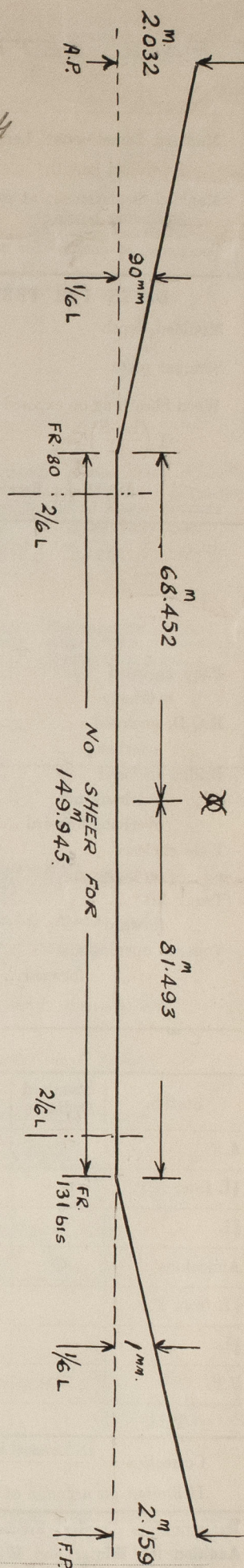
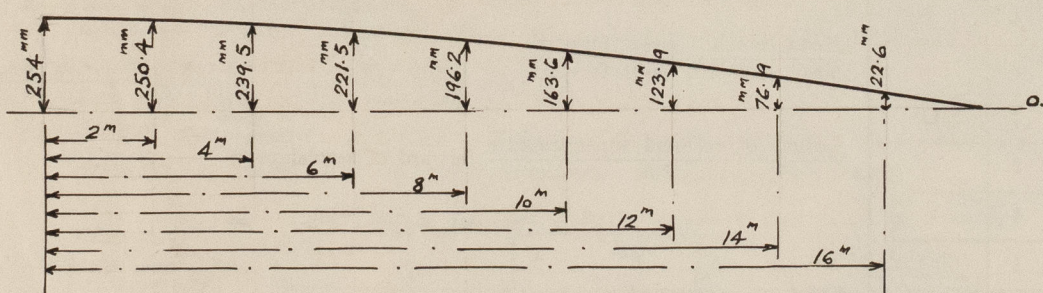
FORECASTLE FRONT.



CAMBER OF MAIN & FORECASTLE DECKS.



CAMBER OF POOP DECK.



Trade of ship OIL TANKER

Names of sister ships

Builder's name and yard number ATELIERS ET CHANTIERES DE FRANCE, DUNKIRK. N° 228

Owners MESSRS. TIDEMAR CORPORATION LTD.,

Fee £ NO FEE CHARGED.

FREEBOARD TO BE

ASSIGNED BY ABS.

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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Foundation