

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

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Index No.

Govt. Copy

Owners C11

Ship's Name "SHERIFA"	Official Number ✓	Nationality and Port of Registry BRITISH. LONDON.	Gross Tonnage 297 300. (APPROX)	Date of Build 1955.	Port of Survey BOWLING.
Moulded Dimensions: Length 110.00' Breadth 30.00' Depth 13.53' Freeboard Length 110.0' To AFTER END OF STERNPOST.					Date of Survey WHILE BUILDING.
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 610 tons S.W.					Surveyor's Signature J.R. Wilson.
Coefficient of fineness for use with Tables 68 (ACTUAL 563)					Particulars of Classification 100 AI. FOR TOWING SERVICES (CONTEMPLATED)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	13.53	(a) Where D is greater than Table depth (D - Table depth) R = (13.53 - 4.33) - 846 = 5.29"		Moulded Breadth (B)	30.00
Stringer plate ...	32"	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	4.20
Wood Sheathing on exposed deck 2"				Ship's Round of Beam	7.50
$T \left(\frac{L-S}{L} \right) = \frac{11.45}{110.0} \times 14 = .02$		If restricted by superstructures		Difference	.30
Depth for Freeboard (D) =	13.53			Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{.30}{4} \times \left(1 - \frac{.07}{1} \right) = .07$

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 ...					
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 =	NIL.

SERVICE TRIM BY STERN - 5'3"

SHEER CORRECTION.

LOWEST POINT OF SHEER - 42'6" FORD. OF A.P.
SHEER AT LOWEST POINT = -1 1/2"
SHEER HEIGHTS MEASURED TO A LEVEL LINE
PARALLEL TO L.W.L. THROUGH UPPER DECK AT SIDE 2.

Station	Standard Ordinate	S M	Product	Actual Ordinate INCHES.	Effective Ordinate	S M	Product
A.P. ...	21.00	1	21.00	15.00	15.00	1	15.00
1/8 L from A.P. ...	9.345	4	37.38	4.50	4.50	4	18.00
2/8 L " ...	2.31	2	4.62	-1.00	-1.00	2	-2.00
Amidships ...	0	4	0	0	0	4	0
3/8 L from F.P. ...	4.62	2	9.24	9.00	4.62	2	9.24
1/8 L " ...	18.69	4	74.76	44.50	18.69	4	74.76
F.P. ...	42.00	1	42.00	72.00	42.00	1	42.00
Total ...			189.90				154.00

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{32.0}{18} \times .45 = +1.33"$
If limited on account of midship superstructure.

Mean actual sheer aft
Mean standard sheer aft = LESS THAN 50%

Mean actual sheer forward
Mean standard sheer forward = EXCESS.

Length of enclosed superstructure forward of amidships = } FLUSH DECK.
" " aft of " = }

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 13.56
Summer freeboard = 1.58
Moulded draught (d) = 11.98
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = 2.99 = 3"

Addition for Winter North Atlantic Freeboard (if required) = NOT ASSIGNED. 2" + 3" = 5"

Deduction for Fresh Water.

Displacement in salt water at summer load water line (11.95)
 $\Delta = 640$ TONS S.W.
Tons per inch immersion at summer load water line
T = 6.5.
Deduction = $\frac{\Delta}{40 T}$ inches
= 2.44
= 2 1/2"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL.

Depth Correction ... 5.29
Deduction for superstructures ...
Sheer correction ... 1.33
Round of Beam correction07
Correction for Thickness of Deck amidships24
Other corrections, scantlings, etc. ...

+	-
5.29	
1.33	
	.07
	.24
6.62	.31

Summer Freeboard = 18.96

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

Tropical Fresh Water Line above Centre of Disc ... 5'2"
Fresh Water Line " " ... 2'2"
Tropical Line " " ... 3'3"
Winter Line below " " ... 3'3"
Winter North Atlantic Line " " ... 5'

Tropical Fresh Water Freeboard ... 1'1 1/2"
Fresh Water " ... 1'4 1/2"
Tropical " ... 1'4"
Winter " ... 1'10"
Winter North Atlantic " ... 2'0"

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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.

N.B. 2" THICK WOOD SHEATHING ON FREEBOARD DECK OVER ACCOMMODATION APT
EXTENDING FROM SIDE TO SIDE OVER A LENGTH OF 11.75'.

Trade of ship TUG.

Names of sister ships ✓

Builder's name and yard number SCOTT & SONS. - YARD NO 404.

Owners SUDAN GOVERNMENT.

Fee £ WITH F.E.

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

1. MIDSHIP SECTION.
2. PROFILE & DECKS.
3. GENERAL ARRANG.



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