

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GLASGOW REPORT No. 73766

Ship's Name TANB	Official Number 182986	Nationality and Port of Registry BRITISH, LONDON.	Gross Tonnage 209	Date of Build 1949.	Port of Survey GLASGOW.
Moulded Dimensions: Length 103.5 Breadth 23.0 Depth 9.0					Date of Survey WHILE BUILDING.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 355 tons					Surveyor's Signature <i>W. J. McPherson</i>
Coefficient of fineness for use with Tables .682					Particulars of Classification +100 A.I. FOR TOWING SERVICES IN THE PERSIAN GULF (CLASS CONTINGENT)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	9.0	(a) Where D is greater than Table depth (D-Table depth) R = (9.02-6.90) .796 = +1.69		Moulded Breadth (B) 23.0	
Stringer plate02	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = .796		Standard Round of Beam = $\frac{B \times 12}{50} = 5.52$	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$.682			Ship's Round of Beam 7 = 7.00	
Depth for Freeboard (D) = 9.02		If restricted by superstructures		Difference 1.48 = 1.48	
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.48}{4} = 0.37$	

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 ...	✓				
Forecastle enclosed ...	✓				
„ overhang ...	✓				
Trunk aft ...	✓				
„ forward ...	✓				
Tonnage opening aft ...	✓				
„ „ forward ...	✓				
Total ...	✓				

Standard Height of Superstructure

R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$ S₁ = **NIL.**

E =

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. ...	20.35	1		20.35	21.5	21.50	1		21.50
$\frac{1}{8}$ L from A.P. ...	9.055	4		36.22	9.5	9.50	4		38.00
$\frac{2}{8}$ L „ ...	2.24	2		4.48	1.75	1.75	2		3.50
Amidships ...		4					4		
$\frac{3}{8}$ L from F.P. ...	4.48	2		8.96	7.5	7.50	2		15.00
$\frac{4}{8}$ L „ ...	18.11	4		72.44	30.25	30.25	4		121.00
F.P. ...	40.70	1		40.70	61.5	61.50	1		61.50
Total ...				183.15					260.50

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

If limited on account of midship superstructure.

Mean actual sheer aft = **Excess**Mean standard sheer aft = **Excess**Mean actual sheer forward = **Excess**Mean standard sheer forward = **Excess**Length of enclosed superstructure forward of amidships = **Flush Deck**aft of „ = **Flush Deck**Max. aft. **10.35** **21.50** **10.35** **21.50**Max. aft. **9.055** **9.50** **9.055** **9.50**Max. aft. **2.240** **1.75** **2.240** **1.75**If limited to maximum allowance of 1½ ins. per 100 ft. **Yes 1.55****54.235** **55.25**Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **9.02**

Summer freeboard = **1.83**

Moulded draught (d) = **7.19**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **1.80 = 1¾**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 347 \text{ Tons. } 334$

Tons per inch immersion at summer load water line

 $T = 5.05 \text{ Tons.}$ Deduction = $\frac{\Delta}{40 T}$ inches= **1.65**= **1¾**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **.682 + .68****1.36**Depth Correction ... **1.69**Deduction for superstructures ... **-**Sheer correction ... **1.55**Round of Beam correction ... **0.37**Correction for Thickness of Deck amidships ... **-**Other corrections, scantlings, etc. **10.31**

To the height of the lowest superstructure.

Summer Freeboard = **22.00**

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

Tropical Fresh Water Line above Centre of Disc ...	1.¾
Fresh Water Line „ „ ...	1.¾
Tropical Line „ „ ...	NIL (LIMITED)
Winter Line below „ „ ...	not assigned
Winter North Atlantic Line „ „ ...	not assigned

Tropical Fresh Water Freeboard	1.10
Fresh Water „ „	1.10
Tropical „ „	1.10 (LIMITED)
Winter „ „	not assigned
Winter North Atlantic „ „	not assigned

Janb.

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.

WATERLINE.	DISPLACEMENT	T.P.I.
7'-0."	317 TONS	5.00, TONS.
8'-0"	386 Do.	5.19.
9'-0."	450 Do.	5.34.

7-8 $\frac{1}{4}$ " keel of lowest redencultto above top of keel.
-6 "

7-2 $\frac{1}{4}$ " Moulded draught.

Trade of ship TOWING SERVICES IN THE PERSIAN GULF.

Names of sister ships "TABAS." "TAFTAN." "HALIE." "HIDAYAH." "TAFTI." (all by same builder)

Builder's name and yard number SCOTT & SONS, BOWLING. N° 388.

Owners PETROLEUM S.S. Co. LD.

Fee £ 7. 0. 0.

MLD



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