

CHARLES H. MURRAY
49133

Reg. C.11 (Comp.)

21 MAY 1962

F.5797

LLOYD'S REGISTER OF SHIPPING SURVEYS FOR FREEBOARD

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

For LONDON OFFICE ONLY

Received
Index No.
Govt. Copy
Owners C11

Ship's Name "THEO. H. SWANTON"	Official Number 315413	Nationality and Port of Registry Australian. Melbourne.	Gross Tonnage 799	Date of Build 1962.	Port of Survey Hull.
Moulded Dimensions: Length 170'-0" Breadth 36'-0" Depth 17'-0" Freeboard Length 170'-0" (C.L. rudder stock to stem on L.W.L.) Moulded displacement at moulded draught = 85 per cent. of moulded depth (170') 1750 tons (SW.) (includes volume under hopper doors). (excluding bossing) Hopper doors closed and W.I. Coefficient of fineness for use with Tables 693.					Date of Survey While building.
Surveyor's Signature <i>W. Lind</i>					(Contemplated) Particulars of Classification 100A1 "Hopper Barge" For service within Port of Melbourne and Port Phillip Bay.

DEPTH FOR FREEBOARD (D). Moulded depth ... 17.0' Stringer plate 0.44" ... 0.037' Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 17.04	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (17.04 - 11.33) 1.308 = 7.47. (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 36" Standard Round of Beam = $\frac{B \times 12}{50} = 8.64$ Ship's Round of Beam = 9" Difference 0.36 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.36^2}{4} = .09$
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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.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	27.00	1		27.00	29.88	29.88	1		29.88
1/2 L from A.P. ...	12.02	4		48.08	11.63	11.63	4		46.52
1/4 L " ...	2.97	2		5.94	2.88	2.88	2		5.76
Amidships ...	0	4		0	0	0	4		0
3/4 L from F.P. ...	5.94	2		11.88	5.75	5.75	2		11.50
1/2 L " ...	24.03	4		96.12	24.38	24.38	4		97.52
F.P. ...	54.00	1		54.00	60.00	60.00	1		60.00
Total ...				243.02					251.18

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 = $\frac{\text{Difference between sums of products}}{18} \left(\frac{S}{2L} - .75 \right) = \frac{8.16}{18} \times .75 = .34$
If limited on account of midship superstructure. FLUSH DECK.

If limited to maximum allowance of 1 1/2 ins. per 100ft. NO.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 17.04
Summer freeboard = 2.33
Moulded draught (d) = 14.71
Keel allowance =
Extreme draught =

Deduction for Tropical free-

board and addition for = Not assigned.

Winter freeboard = 4 inches = Not assigned.

Addition for Winter North Atlantic Freeboard (if required) = Not assigned.

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 1284$
Tons per inch immersion at summer load water line
T = 8.756

Deduction = $\frac{\Delta}{40 T}$ inches
= 3 3/4"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{68 + 693}{1.36} = \frac{1.373}{1.36}$

Depth Correction ... 7.47
Deduction for superstructures ...
Sheer correction34
Round of Beam correction09
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

7.47 .43 + 7.04.
Summer Freeboard = 28.09

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

Tropical Fresh Water Line above Centre of Disc Not assigned.
Fresh Water Line " " 3 3/4"
Tropical Line " " Not assigned.
Winter Line below " " Not assigned.
Winter North Atlantic Line " " Not assigned.

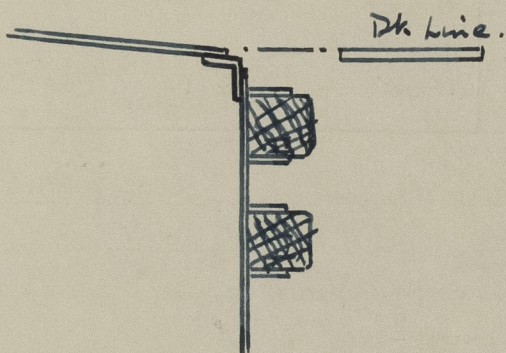
Tropical Fresh Water Freeboard Not assigned.
Fresh Water " " 2 - 0 1/4"
Tropical " " Not assigned.
Winter " " Not assigned.
Winter North Atlantic " " Not assigned.

4 - JUN 1962

Geo. H. Swanton

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.

<u>Moulded draft.</u>	<u>Extreme (S.W.).</u>	<u>T.P.I.</u>	
14'-0"	1207 tons.	8.57	} Hopper doors open.
14'-9"	1289 tons.	8.77	
15'-6"	1350 tons.	8.99	



Trade of ship..... For service within Port of Melbourne and Port Phillip Bay.

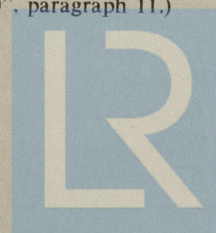
Names of sister ships..... "CHARLES H. McKAY" - Richard Dunston (Hessle) Ltd., Yard No.780.

Builder's name and yard number..... Richard Dunston (Hessle) Ltd. Yard No. **S.781**.

Owners..... Melbourne Harbor Trust Commissioners.

Fee £..... To be charged with F.E. Rpt. *[Signature]*

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



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