

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 CHARLES H. MCKAY	Official Number	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"					Date of Survey Whilst building
Freeboard Length 170'-0" (of RUDDER STOCK TO STEM ON L.W.L.)					Surveyor's Signature <i>[Signature]</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1750 tons (S.W.)					(CONTEMPLATED) Particulars of Classification 1100A1 "HOPPER BARGE"
Coefficient of fineness for use with Tables 0.693					HOPPER DOORS CLOSED AND W.T. <i>for restricted service</i>

DEPTH FOR FREEBOARD (D).

Moulded depth ... **17'-0"**

Stringer plate **0'-04"** ... **0'-04"**

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 = **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'-00"**

Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{8.64}$

Ship's Round of Beam = **9"**

Difference **0.36**

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{0.36^2}{4} = \mathbf{0.09}$

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 INCHES	Effective Ordinate	S	M	Product
A.P.	27.00	1		27.00	29.88	29.88	1		29.88
1/4 L from A.P.	12.02	4		48.08	11.63	11.63	4		46.52
1/2 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
3/4 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 " =

EXCESS

NIL

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.16}{18} \times .75 = \mathbf{0.34}$

If limited on account of midship superstructure. **FLUSH DECK**

If limited to maximum allowance of 1 1/2 ins. per 100ft.

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 freeboard and addition for = **NOT ASSIGNED**

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

$\Delta = \mathbf{1284}$

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 $\frac{1.36}{1.36} = \mathbf{1.373}$

	+	-
Depth Correction	7.47	
Deduction for superstructures		
Sheer correction		0.34
Round of Beam correction		0.09
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	7.47	0.43

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 1/2"
Tropical	NOT ASSIGNED
Winter	NOT ASSIGNED
Winter North Atlantic	NOT ASSIGNED

Charles H. McKay.

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.

Moulded Draft

14'-0"
14'-9" 14.68
15'-6"

Extreme Δ (S.W.)

1204 tons
1289 tons
1350 tons

T.P.I.

8.54
8.44
8.99

} Hopper Doors open.

Trade of ship

For Service within Port of Melbourne and Port Phillip Bay.

Names of sister ships

—

Builder's name and yard number

R. Dunston (Hessle) Ltd. Yard no 5480

Owners

Melbourne Harbour Trust Commissioners

Fee £

To be charged with F.P. Rept.

[Signature]

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



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Foundation