

Rpt. C.11 (Comp.)

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received .....

Index No. ....

Govt. Copy 1959

Owners C11 .....

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
"PULBOROUGH" Ex "GERTRUDE WEINER"	300994	BRITISH LONDON	942	1956

Port of Survey NEWCASTLE ON TYNEDate of Survey AUGUST 1959Surveyor's Signature S. SandersonParticulars of Classification 100A1 OIL TANKER  
CONTEMPLATED

Moulded Dimensions: Length 194.42' Breadth 31.17' Depth 15.29'  
(TO CENTRE OF RUDDER STOCK)  
Freeboard Length .....  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1576.0 / 1559 tons  
(excluding bossing)  
Coefficient of fineness for use with Tables 0.693

## DEPTH FOR FREEBOARD (D).

Moulded depth ... .. 15.29'  
Stringer plate 0.375 ... .. 0.31  
Wood Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$  .....  
Depth for Freeboard (D) = 15.32'

## DEPTH CORRECTION.

- (a) Where D is greater than Table depth  
(D-Table depth) R = (15.32-12.96) 1.496 = 3.53  
(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) 31.17  
Standard Round of Beam =  $\frac{B \times 12}{50} = \frac{7.48}{50}  
Ship's Round of Beam = 7.5  
Difference = 0.02  
Restricted to .....  
Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S}{L} \right) = \frac{0.02}{4} \times 0.294 = \text{Nil}$$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	52.33	52.33	7.17		52.33
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	30.22	30.22	6.62		30.22
" overhang					
Trunk aft ... ON		54.70	3.12	3.12/6.00	28.44
" forward UPPER DECK					
Tonnage opening aft					
" forward					
Total	82.55	137.25			110.99

Standard Height of Superstructure 6.00'" " R.Q.D. 25.44

Deduction for complete superstructure

Percentage covered  $\frac{S}{L} = \frac{42.46}{100}$ " "  $\frac{S_1}{L} = \frac{70.60}{100}$ " "  $\frac{E}{L} = \frac{57.09}{100}$ Percentage from Table, Line A. TANKER 48.80

(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 = 25.44 × 0.4880 = 12.41

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	29.44 ✓	1	29.44	28.4'	42.44 29.44 ✓	1	29.44
$\frac{1}{4}$ L from A.P. ...	13.10 ✓	4	52.40 ✓	11.93'	13.96 13.10 ✓	4	52.40
$\frac{1}{2}$ L " ...	3.24 ✓	2	6.48 ✓	2.6"	2.60 3.24 ✓	2	6.48
Amidships ...	0	4	0	0	0	4	0
$\frac{3}{4}$ L from F.P. ...	6.48 ✓	2	12.96 ✓	3.46"	3.46 ✓	2	6.92
$\frac{1}{4}$ L " ...	26.20 ✓	4	104.80 ✓	21.73'	21.73 ✓	4	86.92
F.P. ...	58.88 ✓	1	58.88 ✓	53.58"	53.58 ✓	1	53.58
Total ...			264.96 ✓				235.74

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{29.22}{18} \left( \frac{.75 - .21}{2} \right) = 0.87$   
If limited on account of midship superstructure.

Mean actual sheer aft = EXCESS

Mean standard sheer aft =

Mean actual sheer forward = DEFICIENT

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

DEFICIENT  
SHEERS

## Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 15.32  
Summer freeboard = 1.21  
Moulded draught (d) = 14.11  
Keel allowance = .....  
Extreme draught = .....

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 3.53 = 3 1/2Addition for Winter North Atlantic Freeboard (if required) = 3.53 + 1.94 = 5.47 = 5 1/2

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 1755$  TONS  
Tons per inch immersion at summer load water line  
T = 12.30

Deduction =  $\frac{\Delta}{40 T}$  inches  
=  $\frac{1755}{40 \times 12.30} = 3.57 = 3 1/2$   
HYDROSTATIC CURVES  
ATTACHED

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient 1.373/1.36

Depth Correction ... .. 3.53  
Deduction for superstructures ... .. 12.41  
Sheer correction ... .. 0.87  
Round of Beam correction ... ..  
Correction for Thickness of Deck amidships ... ..  
Other corrections, scantlings, etc. ... ..

+	-
3.53	12.41
0.87	
4.40	12.41

Summer Freeboard = 14.41SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	<u>7 1/2</u>
Fresh Water Line	"	<u>3 1/2</u>
Tropical Line	"	<u>3 1/2</u>
Winter Line	below	<u>3 1/2</u>
Winter North Atlantic Line	"	<u>5 1/2</u>

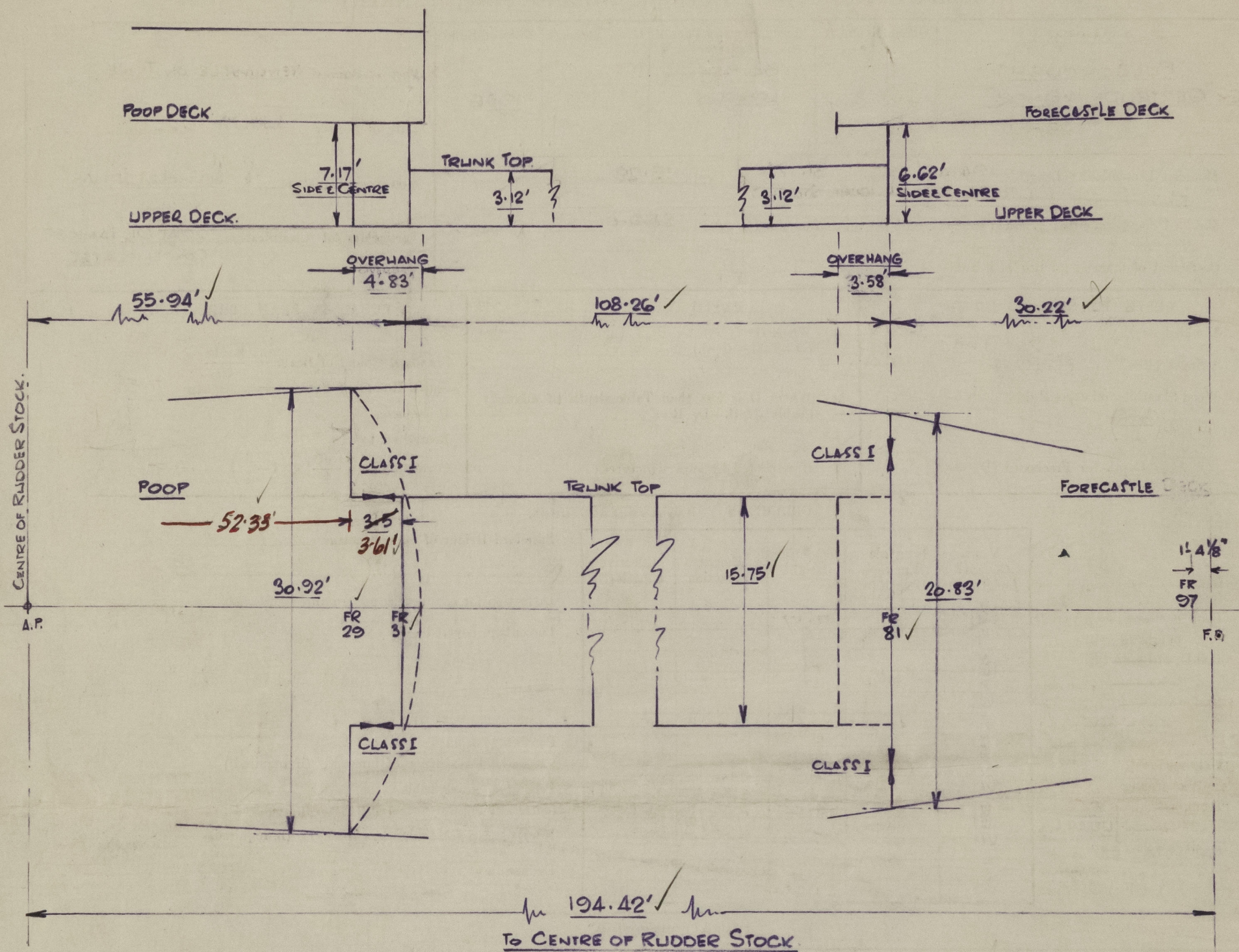
Tropical Fresh Water Freeboard	...	<u>11 1/2</u>
Fresh Water	"	<u>11 1/2</u>
Tropical	"	<u>11 1/2</u>
Winter	"	<u>11 1/2</u>
Winter North Atlantic	"	<u>11 1/2</u>

8 SEP 1959



Pulborough.

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.



$$\begin{aligned}
 \text{Ht of Poop} &= 7.17' \\
 \text{Standard S.I.} &= 6.70' \\
 \frac{7.17}{6.70} &= 1.07 \\
 \text{Shut at M.L.} &= 28.4 + 14.04 = 42.44' \\
 \text{Shut at 1/6 L} &= 11.93 + \left( \frac{14.04^2 \times 19.90}{52.33^2} \right) = 13.96'
 \end{aligned}$$

Trade of ship INTERNATIONAL

Names of sister ships ☒

Builder's name and yard number ROLANDWERFT G.M.B.H. 860

Owners STEPHENSON CLARKE LTD.

CHARGED WITH 1st ENTRY.

Fee £           

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

MIDSHIP SECTION.  
PROFILE & DECKS.  
HYDROSTATIC CURVES.  
GENERAL ARRANGEMENT



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