

Rpt. C.11 (Comp.)

PRELIMINARY - FOR SCANTLINGS ONLY

For LONDON OFFICE ONLY

See also C.11
for original
ship as a
Tanker.

LLOYD'S REGISTER OF SHIPPING
N.B. SHIP LENGTHENED.
SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11

Ship's Name MARGIT GORTHON.	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey GOTHENBURG
Moulded Dimensions: Length 156.94 m Breadth 20.04 m Depth 11.225 m Freeboard Length 157.18 (TO CL RUDDER STOCK.) Moulded displacement at moulded draught = 85 per cent. of moulded depth 23960 m³ Coefficient of fineness for use with Tables .797					Date of Survey SEPTEMBER 1960
Surveyor's Signature J. J. J.					Particulars of Classification 100A1 "ORE CARRIER" CLASS CONTEMPLATED.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 11.225	(a) Where D is greater than Table depth (D - Table depth) R = 8.33 (11.247 - 10.479) x 30 = +192	Moulded Breadth (B) 20.04 m
Stringer plate ... 22	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times B}{50} = \frac{20.04 \times 20.04}{50} = \mathbf{401}$
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 400
Depth for Freeboard (D) = 11.247		Difference 1
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_i}{L} \right) = \mathbf{NIL.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed Equiv...	32.295	32.295	2.36m	—	32.295
" overhang (not allowed)	—	—	—	—	—
R.Q.D. enclosed ...	—	—	—	—	—
" overhang ...	—	—	—	—	—
Bridge enclosed Equiv...	11.372	11.372	2.36	x0.9	10.235
" overhang aft Equiv...	1.096	.822	—	x0.9	.740
" overhang forward ...	—	—	—	—	—
Fore enclosed ...	17.628	17.628	2.285	—	17.628
" overhang850	.425	—	—	.425
Trunk aft ...	—	37.791	1.453	1.453/2.290 x .9	21.580
" forward ...	—	14.017	1.453	1.453/2.290	8.893
Tonnage opening aft ...	—	18.700	—	—	8.692
" " forward ...	—	—	—	—	91.595
Total ...	63.241	114.350	—	—	91.796

Standard Height of Superstructure	2290
" " R.Q.D.	—
Deduction for complete superstructure	1067
Percentage covered $\frac{S}{L} =$	40.24
" " $\frac{S_i}{L} =$	72.75
" " $\frac{E}{L} =$	58.41
Percentage from Table, Line A TANKER :-	50.25
(corrected for absence of forecastle (if required))	50.10
Percentage from Table, Line B.	—
(corrected for absence of forecastle (if required))	—
Interpolation for bridge less than .2L (if required)	—
Deduction = 1067 x .5025 =	536

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1563	1	1563	1044	1114	1	1114
1/4 L from A.P. ...	695	4	2780	157	159	4	636
2/4 L " ...	174	2	348	—	—	2	—
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	347	2	694	—	—	2	—
1/4 L " ...	1389	4	5556	545	545	4	2180
F.P. ...	3127	1	3127	2603	2603	1	2603
Total ...			14068				6533

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

DEFICIENT

Length of enclosed superstructure forward of amidships =

aft of " " = "TANKER"

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{7535}{18} \left(.75 - \frac{.5488}{2.012} \right) = +230$

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. M. m. Depth to Freeboard Deck = 11.247 Summer freeboard = 2.399 Moulded draught (d) = 8.848 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.797+68}{1.36} = \frac{1.477}{1.36}$ Depth Correction ... 192 Deduction for superstructures ... 536 Sheer correction ... 230 Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 422 536 - 114 Summer Freeboard = 2399
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Work~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...
Fresh Water Line	" "
Tropical Line	" "
Winter Line	below " "
Winter North Atlantic Line	" "

Tropical Fresh Water Freeboard	...
Fresh Water	" "
Tropical	" "
Winter	" "
Winter North Atlantic	" "

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.

LENGTH OF TRUNK AFT = 69.033 m - ALLOWING FOR EQUIV LENGTH OF POOP AND OVERHANG OF BRIDGE

LENGTH FOR Col. S₁ = 69.033 x $\frac{5.485}{10.02}$ = 37.791 m

LENGTH OF TRUNK FWD. = ^{25.025}25.603 m - ALLOWING FOR EQUIV LENGTH OF BRIDGE AND OVERHANG OF FCLE

LENGTH FOR Col. S₁ = ^{25.025}25.603 x $\frac{5.485}{10.02}$ = 14.017 m
13.700 m

MEAN EFFECTIVE HEIGHT OF TRUNK

REDUCTION IN CAMBER AT TRUNK SIDE = $\frac{5.485^2}{10.02^2} \times 400$ = 120 mm.

MEAN CAMBER = $\frac{2}{3} \times 120$ = 80 mm.

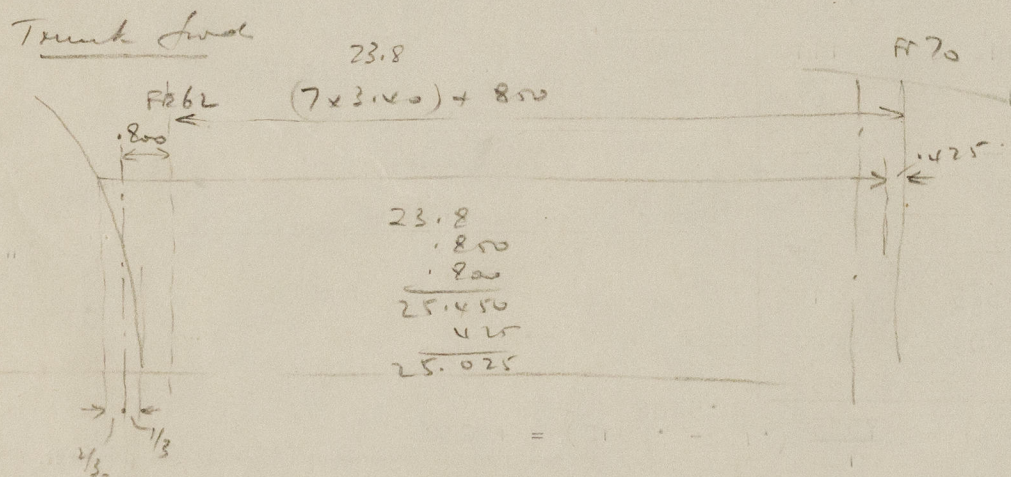
TRUNK HEIGHT = 1500 + 33 - 80 = 1453 mm

SHEERS AFT AT A.T. = 1044 + 2360 - 2290

= 1044 + 70 = 1114

AT $\frac{1}{6}L$ = 157 + 2360 - 2360 + 70 x $\left(\frac{4.938}{31.135}\right)^2$

= 157 + 2 = 159



Trade of ship _____

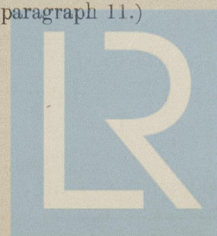
Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ _____

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



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