

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

| | | | | | |
|---|---------------------------|---|--|------------------------|---|
| Ship's Name "MARABANK" (EX "SAMOUSE") | Official Number 169799 | Nationality and Port of Registry British Glasgow. | Gross Tonnage 7219 7269 M.T. 191948 | Date of Build 1943. | Port of Survey Hull |
| Moulded Dimensions: Length 416'-0" Breadth 56'-10 3/4" Depth 37'-4" TO CENTRE OF RUDDER STOCK 417.73' | | | | | Date of Survey May 1947 |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 16500 tons | | | | | Surveyor's Signature J. K. Beasley |
| Coefficient of fineness for use with Tables .766 | | | | | Particulars of Classification Class contemplated |

| DEPTH FOR FREEBOARD (D). | DEPTH CORRECTION. | ROUND OF BEAM CORRECTION. |
|---|--|--|
| Moulded depth ... 37.33 | (a) Where D is greater than Table depth (D-Table depth) R = (37.39-27.85) 3 = +28.62" | Moulded Breadth (B) 56.90 |
| Stringer plate062' | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | Standard Round of Beam = $\frac{B \times 12}{50} =$ 13.65 |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ | If restricted by superstructures | Ship's Round of Beam Equival = 14'-14.10" |
| Depth for Freeboard (D) = 37.39 | | Difference .45 |
| | | Restricted to |
| | | Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.45}{4} = .11$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|---------------------|-------------------------|--|--------|-------------------|----------------------|
| Pop 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 **7.50**

" " R.Q.D. **48.0**

Deduction for complete superstructure **48.0**

Percentage covered $\frac{S}{L} =$

" " $\frac{S_1}{L} =$ **Nil**

" " $\frac{E}{L} =$

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. | 51.77 | 1 | | 51.77 | 51.50 | 51.50 | 1 | | 51.50 |
| 1/2 L from A.P. | 22.50 | 4 | | 92.16 | 22.50 | 22.50 | 4 | | 90.00 |
| 2/3 L | 11.39 | 2 | | 22.78 | 3.00 | 3.00 | 2 | | 6.00 |
| Amidships | - | 4 | | - | - | - | 4 | | - |
| 2/3 L from F.P. | 10.00 | 2 | | 22.78 | 10.00 | 10.00 | 2 | | 20.00 |
| 1/2 L | 44.00 | 4 | | 184.32 | 44.00 | 44.00 | 4 | | 176.00 |
| F.P. | 98.00 | 1 | | 103.55 | 98.00 | 98.00 | 1 | | 98.00 |
| Total | | | | 465.97 | | | | | 441.50 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2447}{18} (.75) = +1.02"$

If limited on account of midship superstructure.

Mean actual sheer aft = **7.75**

Mean standard sheer aft = **7.75**

Mean actual sheer forward = **< 1**

Mean standard sheer forward = **< 1**

Length of enclosed superstructure forward of amidships = **Flush deck**

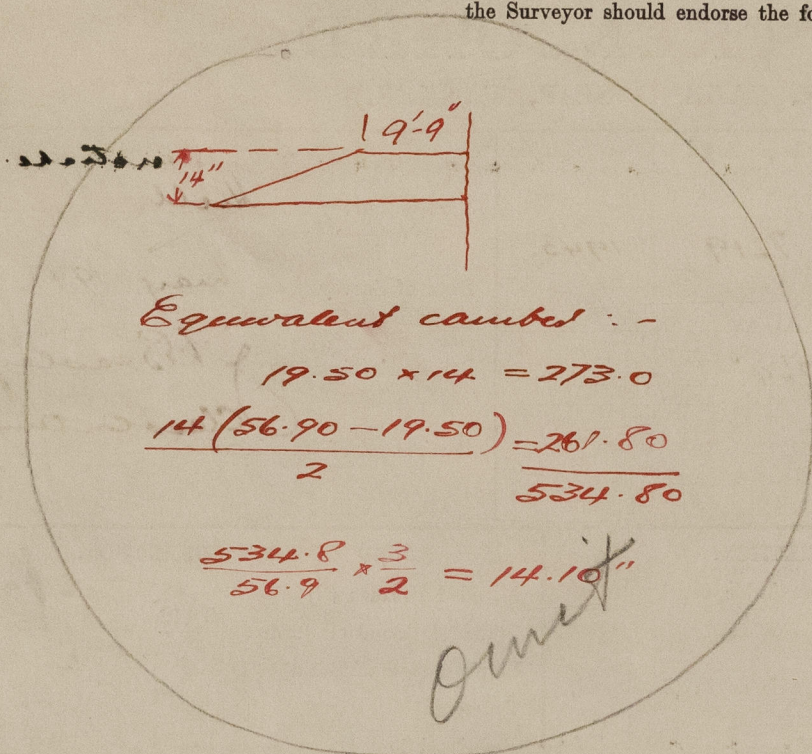
" " aft of " = **Flush deck**

| | | |
|---|---|--|
| Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 37.39 Summer freeboard = 9.73 Moulded draught (d) = 27.66 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.92 = 7" 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 = 7 1/4" | TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 1.36 Depth Correction ... 28.62 Deduction for superstructures ... 1.02 Sheer correction11 Round of Beam correction11 Correction for Thickness of Deck amidships11 Other corrections, scantlings, etc.11 Summer Freeboard = 118.13 |
|---|---|--|

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

| | | | |
|--|---------|--------------------------------|------------|
| Tropical Fresh Water Line above Centre of Disc | 14 1/4" | Tropical Fresh Water Freeboard | 9'-8 3/4" |
| Fresh Water Line | 7 1/4" | Fresh Water | 8'-6 1/2" |
| Tropical Line | 7" | Tropical | 9'-1 1/2" |
| Winter Line below | 7" | Winter | 9'-13 1/4" |
| Winter North Atlantic Line | 1" | Winter North Atlantic | 10'-3 3/4" |

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.



Trade of ship ☒

Names of sister ships *'Sam' ships*

Builder's name and yard number *Bethlehem Fairfield Shipyard, Inc.*

Owners *Bank Line Ltd.*

Fee £ *18* . *0* . *0*

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Foundation