

Rpt. C.11 (Comp.)

# 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 .....

CLOSED COYD.

Ship's Name <b>"GUANG-MING"</b>	Official Number -----	Nationality and Port of Registry <b>CHINESE CANTON</b>	Gross Tonnage <b>10434.93</b> <del>104400</del>	Date of Build <b>1965</b>	Port of Survey <b>FLUSHING</b>
Moulded Dimensions: Length <b>468.12'</b> Breadth <b>65.62'</b> Depth <b>41.01'</b> Freeboard Length <b>469.32' (TO CENTRE OF RUDDERSTALK)</b>					Date of Survey <b>WHILST BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>22541</b> tons (excluding bossing)					Surveyor's Signature <b>K. H. L. affle</b>
Coefficient of fineness for use with Tables <b>0.735</b>					Particulars of Classification <b>+ 100 A I</b> <b>Strengthened for heavy cargoes</b> <b>as completed</b>

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ... ..	<b>41.01</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(41.09 - 31.29) 3 = +29.4</b>		Moulded Breadth (B)	<b>65.62</b>
Stringer plate ... ..	<b>.08</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$ =	<b>15.75</b>
Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam =	<b>16</b>
Depth for Freeboard (D) =	<b>41.09</b>			Difference	<b>-0.25"</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^c}{4} \times \left( 1 - \frac{S_1}{L} \right)$ =	<b>0.06 (1 - 0.0767) = -0.06"</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..					
" overhang aft ... ..					
" overhang forward ... ..					
F'cle enclosed ... ..	<b>34.10</b>	<b>34.10</b>	<b>8.20</b>		<b>34.10</b>
" overhang ... ..	<b>1.90</b>	<b>1.90</b>	<b>8.20</b>		<b>1.90</b>
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..	<b>36.00</b>	<b>36.00</b>			<b>36.00</b>

Standard Height of Superstructure	<b>7.5'</b>
" " R.Q.D.	<b>-</b>
Deduction for complete superstructure	<b>42"</b>
Percentage covered $\frac{S}{L} =$	<b>7.67</b>
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A.	<b>3.84</b>
(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 = $42 \times .0384 =$	<b>1.61"</b>

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>56.93</b>	<b>1</b>	<b>56.93</b>	<b>80.95</b>	<b>80.95</b>	<b>1</b>	<b>80.95</b>		
$\frac{1}{2}L$ from A.P. ... ..	<b>25.33</b>	<b>4</b>	<b>101.32</b>	<b>36.18</b>	<b>36.18</b>	<b>4</b>	<b>144.72</b>		
$\frac{3}{4}L$ " ... ..	<b>6.26</b>	<b>2</b>	<b>12.52</b>	<b>.59</b>	<b>0.59</b>	<b>2</b>	<b>1.18</b>		
Amidships ... ..	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>		
$\frac{3}{4}L$ from F.P. ... ..	<b>12.52</b>	<b>2</b>	<b>25.04</b>	<b>19.72</b>	<b>19.72</b>	<b>2</b>	<b>39.44</b>		
$\frac{1}{2}L$ " ... ..	<b>50.67</b>	<b>4</b>	<b>202.68</b>	<b>58.70</b>	<b>58.70</b>	<b>4</b>	<b>234.80</b>		
F.P. ... ..	<b>113.86</b>	<b>1</b>	<b>113.86</b>	<b>117.13</b>	<b>117.13</b>	<b>1</b>	<b>117.13</b>		
Total ... ..			<b>512.35</b>				<b>618.22</b>		

Mean actual sheer aft =  
Mean standard sheer aft =

EXCESS

Mean actual sheer forward =  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
L  
aft of " = **NIL**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) =$   
If limited on account of midship superstructure. **YES NO ALLOWANCE**

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100ft.

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Ft.  
Depth to Freeboard Deck = **41.09**  
Summer freeboard = **10.52**  
Moulded draught (d) = **30.57**  
Keel allowance =  
Extreme draught =  
Deduction for Tropical freeboard and addition for = **7.64**  
Winter freeboard =  $\frac{d}{4}$  inches = **7 $\frac{3}{4}$ "**

Addition for Winter North Atlantic Freeboard (if required) = **NOT REQD.**

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta =$  **19404**  
Tons per inch immersion at summer load water line  
T = **62.1**  
Deduction =  $\frac{\Delta}{40 T}$  inches  
= **7 $\frac{3}{4}$ "**

TABULAR FREEBOARD corrected for Flush Deck (if required)  
Correction for coefficient  $\frac{0.735 + 68}{1.36}$

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

+	-
<b>29.4</b>	<b>-</b>
<b>-</b>	<b>1.61</b>
<b>-</b>	<b>-</b>
<b>-</b>	<b>0.06</b>
<b>-</b>	<b>-</b>
<b>29.4</b>	<b>1.61</b>

**7/4/65**  
**+27.73**  
Summer Freeboard = **126.29**

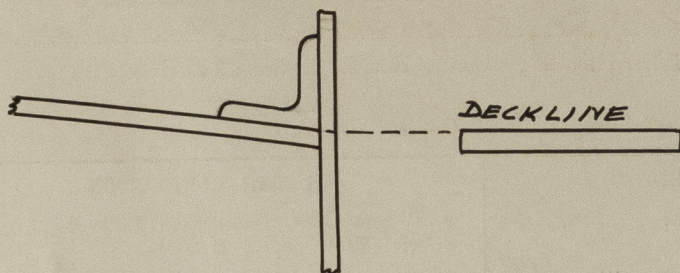
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ... **15 $\frac{1}{2}$ "**  
Fresh Water Line " " ... **7 $\frac{3}{4}$ "**  
Tropical Line " " ... **7 $\frac{3}{4}$ "**  
Winter Line below " " ... **7 $\frac{3}{4}$ "**  
Winter North Atlantic Line " " ... **NOT REQD**

Tropical Fresh Water Freeboard ... **9'-2 $\frac{3}{4}$ "**  
Fresh Water " " ... **9'-10 $\frac{1}{2}$ "**  
Tropical " " ... **9'-10 $\frac{1}{2}$ "**  
Winter " " ... **11'-3"**  
Winter North Atlantic " " ... **NOT REQD**



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 UNRESTRICTED

Names of sister ships SEA AMBER & C

Builder's name and yard number N.V. KON. MAATS. DE SCHELDE Y.N. 327

Owners CHINA NATIONAL MACHINERY IMPORT & EXPORT CORPORATION, PEKING/CHINA

Fee £ FL 1025.-

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

002 MIDSHIP SECTION  
010<sup>122</sup> CONSTRUCTION PLAN



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