

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER.)

F-7131

| | | | | | |
|---|-----------------------------------|---|----------------------------------|--|------------------------|
| Ship's Name ESSO JURONG "STANVAC JURONG" | Official Number SG 9117 | Nationality and Port of Registry British Singapore Not Known | Gross Tonnage 690 tons | Date of Build 1959 | Port of Survey Kobe |
| Moulded Dimensions: Length 177.17' Breadth 36.09' Depth 12.63' | | | | Date of Survey Whilst Building | |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 1,499 tons | | | | Surveyor's Signature Hector McLean H. McLean. | |
| Coefficient of fineness for use with Tables 0.762 .764 | | | | Particulars of Classification A1 Oil Tanker (contemplated) | |

| DEPTH FOR FREEBOARD (D). | DEPTH CORRECTION. | ROUND OF BEAM CORRECTION. |
|---|---|---|
| Moulded depth 12.63' | (a) Where D is greater than Table depth (D-Table depth) R = (12.63 - 11.8) / 1.362 + 1.10 | Moulded Breadth (B) 36.09' |
| Stringer plate 3.03' | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | Standard Round of Beam = $\frac{B \times 12}{50}$ = 8.66' |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ | If restricted by superstructures | Ship's Round of Beam = 8.66' |
| Depth for Freeboard (D) = 12.66' | | Difference Nil |
| | | Restricted to |
| | | Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right)$ = Nil |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S) | Height | Height Correction | Effective Length (E) | |
|--------------------------------|-------------------------|--------------------------------|--------------|-------------------|----------------------|--|
| Poop enclosed | | | | | | Standard Height of Superstructure 6.0' |
| " overhang | | | | | | " " R.Q.D. 23.72' |
| R.Q.D. enclosed | | | | | | Deduction for complete superstructure 19.36% |
| " overhang 34.30 | 34.30 | 7.22 | 34.30 | | | Percentage covered $\frac{S}{L} =$ |
| Bridge enclosed | | | | | | " " $\frac{S_1}{L} =$ |
| " overhang aft | | | | | | " " $\frac{E}{L} =$ |
| " overhang forward | | | | | | Percentage from Table, Line A. (9.68-5) 4.68% |
| F'cle enclosed | | | | | | (corrected for absence of forecastle (if required)) |
| " overhang | | | | | | Percentage from Table, Line B. |
| Trunk aft | | | | | | (corrected for absence of forecastle (if required)) |
| " forward | | | | | | Interpolation for bridge less than 2L (if required) |
| Tonnage opening aft | | | | | | Deduction = 23.72' * 0.0468 = - 1.11' |
| " " forward | | | | | | |
| Total 34.30 | 34.30 | | | 34.30 | | |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product | |
|------------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|--------------|--|
| A.P. | 27.72 | 1 | | 27.72 | 15.47 | 15.47 | 1 | | 15.47 | Mean actual sheer aft = |
| 1/4 L from A.P. | 12.34 | 4 | | 49.36 | 6.85 | 6.85 | 4 | | 27.40 | Mean standard sheer aft = |
| 1/2 L " | 3.05 | 2 | | 6.10 | 0 | 0 | 2 | | 0 | Mean actual sheer forward = |
| Amidships | | 4 | | 0 | 0 | 0 | 4 | | 0 | Mean standard sheer forward = |
| 3/4 L from F.P. | 6.10 | 2 | | 12.20 | 0 | 0 | 2 | | 0 | Length of enclosed superstructure forward of amidships = |
| 1/4 L " | 24.67 | 4 | | 98.68 | 7.09 | 7.09 | 4 | | 28.36 | " " aft of " = |
| F.P. | 55.43 | 1 | | 55.43 | 21.26 | 21.26 | 1 | | 21.26 | |
| Total | 249.48 | | | 249.48 | | | | | 92.49 | |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{157}{18} \times \left(\frac{75-0.0968}{2 \times 177.17} \right) = + 5.70'$

If limited on account of midship superstructure.

| Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 12.66' Summer freeboard = 2.19' Moulded draught (d) = 10.47' Keel allowance = Extreme draught = 2.62' Deduction for Tropical freeboard and addition for Winter freeboard = 2.2' Addition for Winter North Atlantic Freeboard (if required) = | Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 1,455 TONS Tons per inch immersion at summer load water line $T =$ 13.27 Deduction = $\frac{\Delta}{40 T}$ inches = 2.74' 2.74' | STEAMER TABULAR FREEBOARD corrected for Flush Deck (if required) 19.38' Correction for coefficient 1.36 <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>1.16</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td>1.11</td> </tr> <tr> <td>Sheer correction</td> <td>5.70</td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>6.86</td> <td>1.11</td> </tr> </table> Summer Freeboard = 26.33' | | + | - | Depth Correction | 1.16 | | Deduction for superstructures | | 1.11 | Sheer correction | 5.70 | | Round of Beam correction | | | Correction for Thickness of Deck amidships | | | Other corrections, scantlings, etc. | 6.86 | 1.11 |
|--|--|---|--|---|---|------------------|-------------|--|-------------------------------|--|-------------|------------------|-------------|--|--------------------------|--|--|--|--|--|-------------------------------------|-------------|-------------|
| | + | - | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 1.16 | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | | 1.11 | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | 5.70 | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | 6.86 | 1.11 | | | | | | | | | | | | | | | | | | | | | |

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

| | | | |
|--|--------------|--------------------------------|--------------|
| Tropical Fresh Water Line above Centre of Disc | 5.4' | Tropical Fresh Water Freeboard | 5.4' |
| Fresh Water Line | 2.34' | Fresh Water | 2.34' |
| Tropical Line | 2.2' | Tropical | 2.2' |
| Winter Line below | | Winter | |
| Winter North Atlantic Line | | Winter North Atlantic | |

11 DEC 1959

2.24' FOR SERVICE

11 DEC 1959

11 DEC 1959

Lloyd's Register

Foundation

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.

Bridge aft.
Length at side, 33.07 ✓
+ $\frac{2}{3} \times 1.84 = \underline{1.23}$ ✓
34.30 ✓

A hand-drawn sketch of a rectangular structure, possibly a wall or foundation. The sketch includes the following dimensions and labels:

- A horizontal dimension at the top is labeled $7.22'$ with a checkmark above it.
- A vertical dimension on the left side is labeled $2.46'$.
- A horizontal dimension at the bottom is labeled $18.045'$.
- A diagonal line on the left side is labeled $8.66''$.
- A small arrow pointing right is labeled $47R$.
- A small arrow pointing down at the bottom left corner is labeled R .

| DRAUGHT | DISPLACEMENT | TONS PER INCH |
|---------|------------------------|---------------|
| 8.0 FT | 1,066 L.T. | 12.87 L.T. |
| 8.5 | 1,143 L.T. | 12.96 |
| 9.0 | 1,222 | 13.04 |
| 9.5 | 1,301 1,301 | 13.12 |
| 10.0 | 1,461 1,380 | 13.20 |
| 10.5 | 1,542 1,461 | 13.28 |
| 11.0 | 1,542 | 13.36 |
| 11.5 | 1,623 | 13.43 |
| 12.0 | 1,705 | 13.50 |

Fee £ : :