

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

Owners C11

Ship's Name "UNITED FOUR"	Official Number ✓	Nationality and Port of Registry PAKISTANI CHITTAGONG	Gross Tonnage ✓	Date of Build 4,63	Port of Survey KARACHI
Moulded Dimensions: Length 106.92' Breadth 24.00' Depth 9.00'					Date of Survey Whilst Building
Freeboard Length 106.92' To the of ROOBER STOCK.					Surveyor's Signature MacLeod
Moulded displacement at moulded draught = 85 per cent. of moulded depth +88 tons					Particulars of Classification 100A
Coefficient of fineness for use with Tables .870					for service at Chittagong

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	9'-0"	(a) Where D is greater than Table depth (D-Table depth) R =	(9.03 - 7.13) 0.822 = + 1.56"	Moulded Breadth (B)	24.00'
Stringer plate ...	03 3/8"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	5.76"
Wood Sheathing on exposed deck				Ship's Round of Beam (See over 2)	4" EQUIV. 3.00"
$T \left(\frac{L-S}{L} \right) =$	9.03	If restricted by superstructures		Difference	1.76"
Depth for Freeboard (D) = 9'-0 3/8"				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	2.76 / 4 = + 0.69"

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop 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 ...					

NONE FLUSH DECK

Standard Height of Superstructure					
" " R.Q.D.					
Deduction for complete superstructure					
Percentage covered $\frac{S}{L} =$					
" " $\frac{S_1}{L} =$					
" " $\frac{E}{L} =$					
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. ...	20.69	1		20.69	24"	24.00	1		24.00
1/4 L from A.P. ...	9.21	4		36.84	0	0	4		0
2/4 L " ...	2.28	2		4.56	0	0	2		0
Amidships ...	0	4		0	0	0	4		0
3/4 L from F.P. ...	4.56	2		9.12	0	0	2		0
1/4 L " ...	18.42	4		73.68	0	0	4		0
F.P. ...	41.38	1		41.38	24"	24.00	1		24.00
Total ...				186.27					48.00

Mean actual sheer aft =
Mean standard sheer aft = } **Deficient**

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{138.27}{18} \times .75 = + 5.76"$

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. Depth to Freeboard Deck = 9.03 Summer freeboard = 1.83 Moulded draught (d) = 7.20 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Tropical Winter freeboard = $\frac{d}{4}$ inches = 1.80" 2" Addition for Winter North Atlantic Freeboard (if required) = NOT REQUIRED	Deduction for Fresh Water. Displacement in salt water at summer load water line 7'3" $\Delta = 462$ TONS Tons per inch immersion at summer load water line $T = 5.95$ Deduction = $\frac{\Delta}{40 T}$ inches = 1.94 2"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{10.69 + 1.60}{1.36} \times \frac{1.53}{1.36} = 12.29$ Depth Correction ... 1.86 Deduction for superstructures ... 5.76 Sheer correction ... 0.69 Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 8.01 Summer Freeboard = 22.02
--	--	--

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

Tropical Fresh Water Line above Centre of Disc	4"
Fresh Water Line	2"
Tropical Line	2"
Winter Line below	NOT ASSIGNED
Winter North Atlantic Line	NOT ASSIGNED

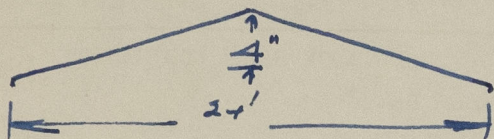
Tropical Fresh Water Freeboard	1'-10"
Fresh Water	1'-6"
Tropical	1'-8"
Winter	NOT ASSIGNED
Winter North Atlantic	NOT ASSIGNED

22 MAY 1963

United Four.

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.

Note:- The after coaming of N^o 2 Hatchway positioned 12'-0" forward of frame N^o 7 and this area plated over with scantlings as for deck.



EQUIVALENT CAMBER = $\frac{1}{2} \times \frac{12 \times 4}{12} \times \frac{3}{2} = 3''$

OMIT.

Trade of ship DUMB BARGE ~ CHITTAGONG HARBOUR LIMITS

Names of sister ships "UNITED TWO" : "UNITED THREE" 50119, 50117

Builder's name and yard number CARSTAIRS & CUMMINGS - YARD N^o 4

Owners UNITED ORIENTAL S.S. CO LTD ~ KARACHI

Fee £ : :

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

- 1) MIDSHIP SECTION
- 2) DECK PLATING & HATCH COAMINGS.



© 2021

Lloyd's Register
Foundation