

RECD. FBD. DEPT. 15 MAY 1962

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

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
ABO EGELA		United Arab Republic -ALEXANDRIA-	119.5	1962	TRIESTE
					Date of Survey April, 1962

Moulded Dimensions: Length 26.05 m. Breadth 6.50 m. Depth 3.232 (See sketch over)

Freeboard Length 26.100 m. L.W.L.

Moulded displacement at moulded draught = 85 per cent. of moulded depth 278 metric tons

Surveyor's Signature *A. Parodi*

(A. Parodi)

Particulars of Classification Class Contemplated
+100A1 "TUG" Mediterranean Service

+) at 2.5m moulded draft; see also sketch over 0.68 (0.58 ACTUAL).
Coefficient of fineness for use with Tables
Max. draft for scantlings = 9.76' = 2.975 m

DEPTH FOR FREEBOARD (D).

Moulded depth ... 32.32 mm

Stringer plate ... 8 mm.

Wood Sheathing on exposed deck 65 mm.

$$T \left(\frac{L-S}{L} \right) = 65 \times \frac{26.100 - 32.32}{26.100} = 53 \text{ mm.}$$

Depth for Freeboard (D) = 32.93

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D - Table depth) R =

$$8.33(32.93 - 1.740)6.595 = +85 \text{ mm}$$

(b) Where D is less than Table depth (if allowed)
(Table depth - D) R =

If restricted by superstructures

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) 6500

Standard Round of Beam = $\frac{B \times 12}{50} = 130$

Ship's Round of Beam = 130 mm

Difference 0

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) m	Equivalent Enclosed Length (S ₁) m	Height m	Height Correction	Effective Length (E) m
Poop enclosed					
" overhang	1.649	1.649	0.347		
R.Q.D. enclosed	1.60		0.40	0.347	0.629
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward	3.131				
F'cle enclosed	3.10	3.131	0.60	0.60	1.027
(see also sketch) overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	4.780	4.780			1.656

Standard Height of Superstructure 1830 mm

" " R.Q.D. 910 mm.

Deduction for complete superstructure 370 mm.

Percentage covered $\frac{S}{L} = 18.31$ " " $\frac{S_1}{L} = 6.35$ " " $\frac{E}{L} = 3.18$

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 = $370 \times 0.0318 = 12 \text{ mm.}$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	471	1	471	233	233	1	233
1/4 L from A.P.	210	4	840	93	93	4	372
1/2 L	52	2	104	23	23	2	46
Amidships	0	4	0	0	0	4	0
3/4 L from F.P.	105	2	210	156	105	2	210
1/4 L	419	4	1676	563	419	4	1676
F.P.	943	1	943	1154	943	1	943
Total			4244				3480

Mean actual sheer aft = < 50%

Mean standard sheer aft =

Mean actual sheer forward = EXCESS - LIMITED TO STANDARD.

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

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$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(0.75 - \frac{S}{2L} \right) = \frac{764}{18} [0.75 - 0.0916] = +28 \text{ mm}$$

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.

WOOD

Depth to Freeboard Deck = 10.84

Summer freeboard = 1.08

Moulded draught (d) = 9.76

Keel allowance =

Extreme draught =

Deduction for Tropical free-

board and addition for = 2.44

Winter freeboard = 2 1/2 inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at

summer load water line

 $\Delta = 312 \text{ m. Tons.}$

Tons per cent immersion at

summer load water line

T = 1510

Deduction = $\frac{\Delta}{40 \text{ T.}}$ inches

= 5.17 cm. = 2"

See hydrostatic curves sent with preliminary C.11 (Comp) 30th June, 1961 (For M/Tug "SHAHM")

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL

Depth Correction ... 85

Deduction for superstructures ... 12

Sheer correction ... 28

Round of Beam correction ... 12

Correction for Thickness of Deck amidships ... 12

Other corrections, scantlings, etc. ...

125 12 + 113

Summer Freeboard = 331 mm

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line

Tropical Fresh Water Line above Centre of Disc ... NOT ASSIGNED

Fresh Water Line " " ... 0' 2"

Tropical Line " " ... NOT ASSIGNED

Winter Line below " " ... 0' 2 1/2"

Winter North Atlantic Line " " ... NOT ASSIGNED

Tropical Fresh Water Freeboard

Fresh Water

Tropical

Winter

Winter North Atlantic

1' 1" FOR SERVICE

NOT ASSIGNED

0' 11"

NOT ASSIGNED

1' 2 1/2"

NOT ASSIGNED

20 JUN 1962

5m, 4.59. T.

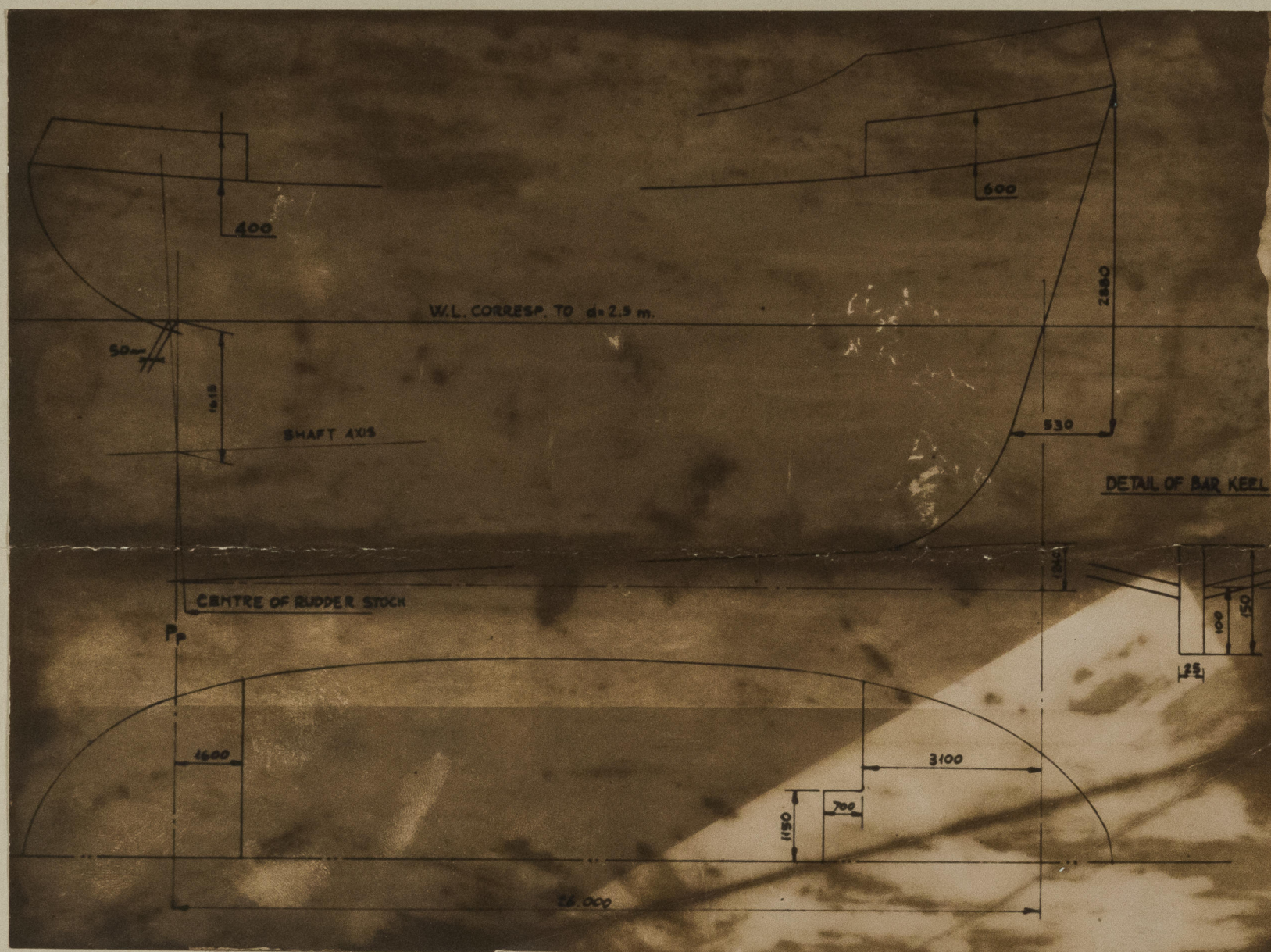
013632 - 013638 - 0323

0.001
1.13
1.13

7.3

Abu Egele.

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 **TUG**

Names of sister ships **"BARADA" - "ZAT UL SAVARI" - OBUDAI Shipyard N°.1460-61; "SHAHM"-Gheorghiu Dej Shipyard N°.1915; "BATAL EL SALAM"-Gheorghiu Dej Shipyard N°.1916**

Builder's name and yard number **Gheorghiu Dej Shipyard - Budapest Yard N°.1917**

Owners **Port and Lighthouse Administration - Alexandria**

Fee £ : :

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

Plans of Midship Section & Profile & Deck have been forwarded to Head Office with Trieste Rpt. N°.15696 for M/T. "SHAHM".