

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

 Index No. 38760
 (For London Office only).

Ship's Name S. S. "SILVERBRIAR"	Official Number 181841	Nationality and Port of Registry British London	Gross Tonnage 7228 7242.43	Date of Build 1948	Port of Survey Sunderland
Moulded Dimensions: Length 468.70' Breadth 64.75' Depth 31.92' (to Fbd. Dk.) (to $\frac{1}{2}$ of Rudder Stock) 41.92' (to Upper Dk.)					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 15815 tons @ 27.13'					Surveyor's Signature <i>D. Forsyth</i>
Coefficient of fineness for use with Tables (.672 actual) .68					Particulars of Classification +100A.1. with Freeboard (contemplated)

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 31.92'	(a) Where D is greater than Table depth (D - Table depth) R = (31.96 - 31.92) 3/4 = + 2.13"	Moulded Breadth (B) 64.75'
Stringer plate ... (.50") .04'	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{64.75 \times 12}{50} = 15.54"$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓	If restricted by superstructures ✓	Ship's Round of Beam at Upper Dk. = 16 1/2" 6.00"
Depth for Freeboard (D) = 31.96'		Difference " " " " 2 nd Dk. = 6" 9.54"
		Restricted to ✓
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{9.54}{4} \times .0054 = .01"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	41.58'	41.58'	7.50'	✓	41.58'
" overhang ...	0.92'	.46'			.46'
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	421.62'	421.62'	10.00' @ side	✓	421.62'
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	4.58'	2.52' 1/2 diff.		✓	2.52'
" " forward ...					
Total ...	468.70'	466.18'			466.18'

Standard Height of Superstructure **7.50'**

" " R.Q.D. **✓**

Deduction for complete superstructure **42.00"**

Percentage covered $\frac{S}{L} = 100$ **✓**

" " $\frac{S_1}{L} =$ **99.46** **✓**

" " $\frac{E}{L} =$ **99.33** **✓**

Percentage from Table, Line A. **48.** **99.33** **✓**
 (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 = **42.00 × .9933 = - 41.72"** **✓**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	56.87	1	56.87	30.00	60.00	1	60.00
1/4 L from A.P. ...	25.31	4	101.24	13.33	26.76	4	106.80
1/2 L " ...	6.255	2	12.51	3.33	6.60	2	13.20
Amidships ...	✓	4	✓	✓	✓	4	✓
3/4 L from F.P. ...	12.51	2	25.02	9.33	12.54	2	25.08
1/4 L " ...	50.62	4	202.48	37.33	50.735	4	202.94
F.P. ...	113.74	1	113.74	84.00	114.00	1	114.00
Total ...			511.86	+30			522.02

Mean actual sheer aft = **Excess.**

Mean standard sheer aft = **Excess.**

Mean actual sheer forward = **Excess.**

Mean standard sheer forward = **Excess.**

Length of enclosed superstructure forward of amidships = **65.5'**

" " aft of " = **65.5'**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - S}{2L} \right) = \frac{10.16}{18} \times .25 = -.14"$

If limited on account of midship superstructure **✓**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient Nil
Depth to Freeboard Deck = 31.96'	$\Delta = 16,180 \text{ tons.}$	Depth Correction ... 2.13 ✓
Summer freeboard = 4.44'	Tons per inch immersion at summer load water line	Deduction for superstructures ... 41.72 ✓
Moulded draught (d) = 27.52'	$T = 55.70$	Sheer correction14 ✓
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.88 = 7"	Deduction = $\frac{\Delta}{40T}$ inches = 7.26	Round of Beam correction01 ✓
Addition for Winter North Atlantic Freeboard (if required) = ✓	7 1/4"	Correction for Thickness of Deck amidships ... ✓
		Other corrections, scantlings, etc. ... ✓
		Summer Freeboard = 55.18"

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

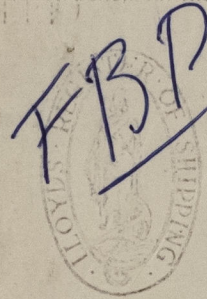
Tropical Fresh Water Line above Centre of Disc ... 14 1/4"	Tropical Fresh Water Freeboard 3' - 3"
Fresh Water Line " " ... 7 1/4"	Fresh Water " " ... 3' - 10"
Tropical Line " " ... 7"	Tropical " " ... 3' - 10 1/4"
Winter Line below " " ... 7"	Winter " " ... 5' - 0 1/4"
Winter North Atlantic Line " " ... ✓	Winter North Atlantic " " ... ✓

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.

Displacement @ 27'-8 7/16" extreme draught = 16222 tons
Tons per inch " " " " = 55.70

Keel & Garboard Stakes = 1.56"

TELEGRAMS: REGISTER YOKOHAMA
(TELETYPE) YOKOHAMA YH7702



38760
Lloyd's Register

18. NIK
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YO

Reference

Dear Sir,

We enclose
Agents stating the
ship from Classification

This ship
who also assign the
the Load Line Certificate
Society.

We also
No. 5547 covering the
informed by the
attendance has been received

*Destroyed
Feb 16*

NP

The Secretary,
LONDON.

Trade of ship General Cargo

Names of sister ships ✓

Builder's name and yard number J. L. Thompson & Sons, Ltd. Yard No 651.

Owners Silver Line, Ltd.

Fee £ will be charged on the



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Foundation