

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.) REPORT N^o 2955

Ship's Name "EMPIRE PRIZE" (EX "CELIA CAMPANELLA") BANKIVA	Official Number 149881	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 3245	Date of Build 1917-2	Port of Survey PORT SAID
Moulded Dimensions: Length 292.2' Breadth 47.0' Depth 28.12'				Date of Survey JULY - AUGUST 1943	
Moulded displacement at moulded draught = 85 per cent. of moulded depth				Surveyor's Signature W. J. Mathison	
Coefficient of fineness for use with Tables .80 assumed				Particulars of Classification + 100 A1 (RE-CLASSIFICATION CONTEMPL ^d)	

Depth for Freeboard (D).
Moulded depth ... **28.12'**
Stringer plate ... **.50"** ... **.04**
Sheathing on exposed deck ✓
 $T \left(\frac{L-S}{L} \right) =$ ✓
Depth for Freeboard (D) = **28.16'**

Depth correction.
(a) Where D is greater than Table depth
(D - Table depth) R = $(28.16 - 19.48) \times 2.248 = +19.51$ ✓
(b) Where D is less than Table depth (if allowed)
(Table depth - D) R = 8.68
If restricted by superstructures -

Round of Beam correction.
Moulded Breadth (B) **47.0'**
Standard Round of Beam = $\frac{B \times 12}{50} = 11.28$ "
Ship's Round of Beam = **11.75"**
Difference **.47"**
Restricted to
Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.47}{4} \times .6994 = .08$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	61.83'	61.83	7.5'	✓	61.83
" overhang ...	✓				
R.Q.D. enclosed ...	✓				
" overhang ...	✓				
Bridge enclosed ...	✓				
" overhang aft ...	✓				
" overhang forward	✓				
Fore enclosed ...	26.00	26.00	7.5'	✓	26.00
" overhang ...	✓				
Trunk aft 2136 x 24					
" forward ...					
Tonnage opening aft ...	10.383				
" " forward					
Total ...	87.83	87.83			87.83

Standard Height of Superstructure **6.422** ✓
" " R.Q.D. ✓
Deduction for complete superstructure **34.81** ✓
Percentage covered $\frac{S}{L} = 30.06$
" " $\frac{S_1}{L} = 30.06$
" " $\frac{E}{L} = 30.06$
Percentage from Table, Line A. **Tanker 21.06** ✓
(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 = **34.81 x 2.106 = - 7.33** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	39.22	1		39.22	22.5	22.50	1		22.50
1/2 L from A.P. ...	17.45	4		69.80	5.5	5.50	4		22.00
2/3 L " ...	4.315	2		8.63	-1.0	-1.00	2		-2.00
Amidships ...	-	4		-	✓	8.63	4		17.26
1/2 L from F.P. ...	8.63	2		17.26	12.0	12.00	2		24.00
1/4 L " ...	34.90	4		139.60	38.0	38.00	4		152.00
F.P. ...	78.44	1		78.44	70.5	70.50	1		70.50
Total ...				352.95					284.80

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - \frac{S}{2L}}{2L} \right) = \frac{68.15}{18} (-.75 - .1503) = -2.73$ ✓
If limited on account of midship superstructure.

Mean actual sheer aft = **less than .5**
Mean standard sheer aft
Mean actual sheer forward = **excess**
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = } sheer
" " aft of " = } deficient

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

Depth to Freeboard Deck = **28.16**
Summer freeboard = **4.77**
Moulded draught (d) = **23.39**
3.5

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **5.85 = 5 3/4**
Addition for Winter North Atlantic Freeboard (if required) = **5.85 + 2.92 = 8.77 = 8 3/4**

Deduction for Fresh Water.
Displacement in salt water at summer load water line
 $\Delta =$
Tons per inch immersion at summer load water line
T =
Deduction = $\frac{\Delta}{40 T}$ inches
 $\frac{1}{4} = 5 3/4$

TABULAR FREEBOARD corrected for Flush Deck (if required)
Correction for coefficient $\frac{80 + .68}{1.30} = \frac{1.48}{1.30} =$
Depth Correction ... **19.51**
Deduction for superstructures ... **7.33**
Sheer correction ... **.08**
Round of Beam correction ...
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ... **22.01**
21.64 **7.41** **+ 14.23**

Summer Freeboard = **57.26**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~ Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	11 1/2	Tropical Fresh Water Freeboard ...	4'-9 3/4"
Fresh Water Line " " ...	5 3/4	Fresh Water " " ...	3'-9 3/4"
Tropical Line " " ...	5 3/4	Tropical " " ...	4'-3 1/2"
Winter Line below " " ...	5 3/4	Winter " " ...	4'-3 1/2"
Winter North Atlantic Line " " ...	8 3/4	Winter North Atlantic " " ...	5'-3 1/2"

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.

Rpt. 11b.

omit

Trade of ship INTERNATIONAL

Names of sister ships ✓

Builder's name and yard number BALTIMORE D.D. & S.B. CO., BALTIMORE, Y.D. N^o 76

Owners MINISTRY OF WAR TRANSPORT (ANGLO-SAXON PETROLEUM CO. LD. MGRS.)

Fee £ 31.000 *Wym*



© 2020

Lloyd's Register
Foundation