

Rpt. C.11.

Lloyd's Register of Shipping
SURVEYS FOR FREEBOARD.

Index. No.

(For London Office only.)

-2 OCT. 1932

Port of Survey

Date of Survey

Name of Surveyor

Particulars of Classification

Nationality and Port of Official Number

Gross Tonnage

Date of Build

Breadth 51.54 Depth 29.56

per cent. of moulded depth 141

774

Moulded depth 29.56

Stranger plate 48

Sheathing on exposed deck 04

Depth for Freeboard 29.60

Depth correction

- (a) Where D is greater than Table depth
(D - Table depth) R =
(29.60 - 26.56) 3 = + 9.12
- (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) 51.54

Standard Round of Beam = $\frac{B \times 12}{50} = 12.37$

Ship's Round of Beam = 14

Difference 1.63

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{1.63^2}{4} \times .501 = 0.34$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	37.0	37.00	4.11		37.00
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed (Eqv.)	116.62	116.62	4.11		116.62
" overhang aft ...	4.38	3.29			3.29
" overhang forward ...					
Fore enclosed (Eqv.)	44.00	41.92	4.11		41.92
" overhang ...					
Fore aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	202.00	198.83			198.83

Standard Height of Superstructure 7.485

R.Q.D. ✓

Deduction for complete superstructure 41.90

Percentage covered $\frac{S}{L} = 50.69\%$ " $\frac{S_1}{L} = 49.90\%$ " $\frac{E}{L} = 49.90\%$ 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 = $41.90 \times .3591 = 15.05$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	49.85	1		49.85	50.0	50.00	1		50.00
$\frac{1}{2}$ L from A.P. ...	22.18	4		88.72	21.5	21.73	4		86.92
$\frac{2}{3}$ L " ...	5.48	2		10.96	5.3	5.43	2		10.86
Amidships ...		4			0		4		
$\frac{2}{3}$ L from F.P. ...	10.97	2		21.94	13.8	12.64	2		25.28
$\frac{1}{2}$ L " ...	44.37	4		177.48	50.8	50.56	4		202.24
F.P. ...	99.70	1		99.70	116.0	116.00	1		116.00
Total ...				448.65					491.30

Mean actual sheer aft = Deficient > 75%

Mean actual sheer forward = Excess

Length of enclosed superstructure forward of amidships = .144

aft of " = .157

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{42.65}{18} \times (.75 - .2534) = -1.18$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 29.60

Summer freeboard = 5.73

Moulded draught (d) = 23.87

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 5.97 = 6

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 10841$

Tons per inch immersion at summer load water line

T = 41.50

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

= 6.53

= 6.2

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{774 + .68}{1.36} = 1.54$

Depth Correction ... 9.12

Deduction for superstructures ... 15.05

Sheer correction ... 1.18

Round of Beam correction20

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Summer Freeboard = 68.63

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

Tropical Fresh Water Line above Centre of Disc	317.12
Fresh Water Line	165.62
Tropical Line	152.6
Winter Line below	152.6
Winter North Atlantic Line	

Tropical Fresh Water Freeboard	4' - 8 1/4"
Fresh Water	5' - 2 1/4"
Tropical	5' - 2 3/4"
Winter	6' - 2 3/4"
Winter North Atlantic	

JUN 1932

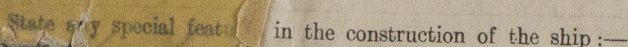
ED 1936

2 OCT 1932

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P = open pipe scupper
G = open scupper. Limb of Gunwale angle $7^{\circ}4\frac{1}{2}$
S = Scupper with Storm Valve



11411
Surveyed afloat. Nothing done towards Special Survey.

f sister ships

2:15

Received by me.