Report No. 11b (Spl).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD—STEAMERS.

Index No. 30880
(For London Office only.)

Port of Survey

Date of Survey 10/1/31

Name of Surveyor

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"Olean" ex "Alameda"				1919	100 A1 "Carrying Petroleum in Bulk" Longitudinal framing
Number in Register Book					

Moulded dimensions 430 × 58·0 × 33·33

Moulded displacement at a moulded draught of 85 per cent. of moulded depth

Coefficient of fineness for use with tables ·805 (see Mr Boyden)

DEPTH FOR FREEBOARD.

Moulded depth	33·33
Stringer plate	·06
Sheathing in wells $T\left(\frac{L-S}{L}\right)$ =	
Depth **D** =	33·39

CORRECTION FOR LENGTH.

(*a*) When **D** is greater than $\frac{L}{15}$

$\left(D-\frac{L}{15}\right)\times R = (33.39 - 28.67) \times 3$ = + 14·16

(*b*) When **D** is less than $\frac{L}{15}$ (if allowed).

$\left(\frac{L}{15}-D\right)\times R =$ -

If restricted by height of superstructures -

SUPERSTRUCTURES.

	Mean Covered Length S.	Equivalent Enclosed Length S_1.	Height.	Correction for Height.	Effective Length.
Poop enclosed	116·25	116·25	8·0		116·25
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed	36·00	18·00	8·0		18·00
„ overhang aft					
„ overhang forward					
F'cle enclosed	43·00	43·00	8·0		46·12
„ overhang	6·25	3·12			
Trunks forward	28·07	25·26	3·0	3/7·5	10·11
„ aft	49·68	44·71	3·0	3/7·5	17·88
Tonnage opening					
TOTAL =	279·25	250·34			208·36
Length of ship (**L**) =	430	430			430
% Covered =	64·94	58·23			48·46

Trunk is continuous through Open Bridge

} See over

Corresponding %, corrected for absence of forecastle if required } **A** = · **B** = 39·46 · Correction for Bridge less than ·2**L** if required } Tanker

Allowance = 42·00 × ·3946 = − 16·57

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	32·75	53·00	32·75	1	32·75
2			11·06	4	44·24
3			2·76	2	5·52
4			—	4	—
5			9·75	2	19·50
6			39·10	4	156·40
F.P. 7	89·00	106·00	89·00	1	89·00
				18	347·41

Mean effective sheer = 19·30

Standard sheer ·05**L** + 5 = 26·50

Difference (**D**f) = different 7·20

Allowance = **D**f × $\left(·75-\frac{S}{2L}\right)$ = 7·2(·75 − ·325) = + 3·06

If limited on account of amidship superstructure = Tanker

If limited on account of excess sheer (1½ in. per 100 ft.) = —

If excess sheer forward and deficient sheer aft :—

$\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}}$ = different

$\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}}$ = different

$\frac{\text{Length of enclosed superstructure}}{L}$

Forward of amidships = Tanker

Aft of amidships =

ROUND OF BEAM.

Standard	13·92
Ship	14·00
Difference	excess ·08
Restricted to	
Allowance = $\frac{\text{Difference}}{4}\times\left(1-\frac{S_1}{L}\right)$ =	·02(1 − ·60) = −·01

33·39 / 6·41 / 4 | 26·98 / ·675

76·96 / 6·75 / 83·71

TABULAR FREEBOARD (~~corrected for flush deck if required~~) = 69·90

Corrected for Coefficient ·805 $\frac{+·68}{1·36}$ = $\frac{1·485}{1·36}$ = 76·32

	+	−
Correction for Length	14·16	
„ Superstructures		16·54
„ Sheer	3·06	
„ Round of beam		·01
„ Thickness of deck		
„ Scantlings, etc.		
„ Statutory deck line		
	17·22	16·58

+ 0·64

Summer Freeboard = 76·96

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck :—

Fresh Water Line	above	centre of Disc	6'- 5"
Indian Summer Line	„	„	6 3/4
Winter Line	below	„	
Winter North Atlantic Line	„	„	1'- 5½"

5c.7.30.

1906 freeboards { S 7- 10½ / W 8 4½ } Difference 1 - 4¾

[illegible]

Eff. L

Fwd $74.00 \times \frac{22.0}{58.0} = 28.07 \times 90\% = 25.26 \times \frac{3.0}{7.5} = 10.11$

Aft $131.00 \times \frac{22.0}{58.0} = 49.68 \times 90\% = 44.71 \times \frac{3.0}{7.5} = 17.88$

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