

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GRK. REPORT N° 23644

Ship's Name <b>JAMES CLUNIES</b> 4 built-in sound. (P.F.C. Type)	Official Number <b>181785</b> ✓	Nationality and Port of Registry <b>British London.</b>	Gross Tonnage <b>7850</b> <del>7800</del> <del>approx.</del>	Date of Build <b>1948.</b>	Port of Survey <b>Glasgow.</b>
Moulded Dimensions: Length <b>425'</b> Breadth <b>56'</b> Depth <b>38'05"</b> - 2nd Deck, Upper Deck. <b>425.77 To &amp; of RUDDER STOCK.</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>Not available.</b> tons Coefficient of fineness for use with Tables <b>775</b> ✓					Date of Survey <b>May 1948.</b>
Surveyor's Signature <i>J. H. Roberts</i>					Particulars of Classification <b>+100 A.1</b> <b>(unimpaired) with full load.</b>

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	<b>38'05"</b>	(a) Where D is greater than Table depth (D - Table depth) R = $(38.2 - 28.38) \times 3 = +29.49"$ <b>9.83</b>		Moulded Breadth (B)	<b>56'0"</b>
Stringer plate ...	<b>70"</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = /		Standard Round of Beam = $\frac{B \times 12}{50} =$	<b>12.44</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = \frac{203.25}{425.77} \times 21 =$	<b>10</b>	If restricted by superstructures ✓		Ship's Round of Beam <b>Equival</b>	<b>14'26"</b>
Depth for Freeboard (D) =	<b>38.2</b>			Difference	<b>+82</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$	<b>82.8367, ... 17'</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...	<b>35.27</b>		<b>(+21 Wood)</b>	<b>3.2/6.0</b>	
R.Q.D. enclosed ...	<b>34.6</b>	<b>35.27</b>	<b>3.0</b>		<b>18.87</b>
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<b>34.3</b>	<b>34.25</b>	<b>7.0</b>	<b>7.0/7.5</b>	<b>31.96</b>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<b>69.52</b>	<b>69.52</b>			<b>50.83</b>

Standard Height of Superstructure	<b>7.50'</b>
" " R.Q.D.	<b>6.00'</b>
Deduction for complete superstructure	<b>42.00"</b>
Percentage covered $\frac{S}{L} =$	<b>16.33</b>
" " $\frac{S_1}{L} =$	<b>16.33</b>
" " $\frac{E}{L} =$	<b>11.94</b>
Percentage from Table, Line A.	<b>5.97</b>
(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 = $42.00 \times 0.0597 =$	<b>-2.51"</b>

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>52.58</b>	<b>1</b>	<b>52.58</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>
1/4 L from A.P. ...	<b>23.40</b>	<b>4</b>	<b>93.60</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
1/2 L " ...	<b>5.78</b>	<b>2</b>	<b>11.56</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>
Amidships ...	<b>11.57</b>	<b>4</b>	<b>23.14</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
3/4 L from F.P. ...	<b>46.80</b>	<b>4</b>	<b>187.20</b>	<b>8"</b>	<b>8</b>	<b>4</b>	<b>32.00</b>
1/4 L " ...	<b>105.16</b>	<b>1</b>	<b>105.16</b>	<b>87"</b>	<b>87</b>	<b>1</b>	<b>87.00</b>
F.P. ...							
Total ...			<b>473.24</b>				<b>119.00</b>

Mean actual sheer aft =  
Mean standard sheer aft = } DEFICIENT.

Mean actual sheer forward =  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
L  
aft of " = } NIL.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{354.24}{18} \left( \frac{75-0.816}{2 \times 425.77} \right) = +13.16"$   
If limited on account of midship superstructure.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **38.32** Ft.  
Summer freeboard = **11.63**  
Moulded draught (d) = **26.69**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches =  $6.67 = 6\frac{3}{4}"$

Addition for Winter North Atlantic Freeboard (if required) = ✓

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 13887 \text{ @ } 26'-9"$   
Tons per inch immersion at summer load water line  
 $T = \frac{26'-9"}{12} = 48.87$   
Deduction =  $\frac{\Delta}{40 T}$  inches  
 $= \frac{13887}{40 \times 48.87} = 7"$

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-	
Depth Correction	<b>29.49</b>	✓	
Deduction for superstructures	<b>2.51</b>	✓	
Sheer correction	<b>13.16</b>	✓	
Round of Beam correction	<b>0.17</b>	✓	
Correction for Thickness of Deck amidships	<b>1.32</b>	✓	
Other corrections, scantlings, etc. To correspond to a summer extreme draught of 26'-9".	<b>13.07</b>	✓	
	<b>57.04</b>	<b>2.68</b>	<b>+54.36</b>
Summer Freeboard =	<b>139.50</b>		

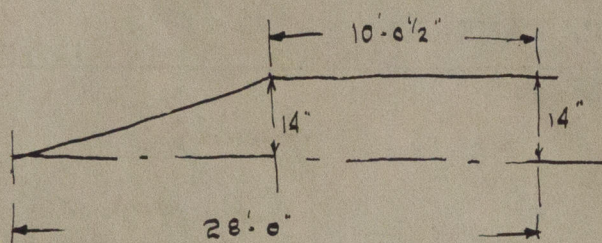
## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	<b>13 3/4"</b>	Tropical Fresh Water Freeboard	<b>11'-7 1/2"</b>
Fresh Water Line	<b>7"</b>	Fresh Water	<b>10'-5 3/4"</b>
Tropical Line	<b>6 3/4"</b>	Tropical	<b>11'-0 1/2"</b>
Winter Line below	<b>6 3/4"</b>	Winter	<b>12'-2 1/4"</b>
Winter North Atlantic Line	✓	Winter North Atlantic	✓



James Clinies.

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.



Equip. Camber :-

$$\text{Area} = (20.08 + 17.96) \times 14 / 2$$

$$\text{Mean height} = (20.08 + 17.96) \times 14 / 56 \times 12 = .792'$$

$$\therefore \text{Equip Camber} = 3/2 \times .792 = 1.188' = 14.26'$$

Trade of ship

*International.*

Names of sister ships

*Margaret Clinies - PF "C" Type.*

Builder's name and yard number

*William Gray & Co. Ltd. West Hantsford. No 1171.*

Owners

*Messrs Margareta Steamship Co. Ltd.*

Fee £

*18*

*approx.*

WLD

*omit*



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