

# Preliminary

## Lloyd's Register of Shipping.

### SURVEYS FOR FREEBOARD.

 Index. No. 35160  
 (For London Office only.)

Computation of Freeboard for <u>Steamer, Sailing Ship, Tanker</u> having <u>Loop, bridge and forecastle</u>				Port of Survey _____	
(Type of Superstructures.)				Date of Survey <u>15/1/37</u>	
Ship's Name <u>Sevan Hunter &amp; Wigham Richardson</u> <u>No. 1545</u>	Nationality and Port of Registry _____	Official Number _____	Gross Tonnage _____	Date of Build _____	
Moulded Dimensions: Length <u>500'</u> Breadth <u>68'</u> Depth <u>35.75'</u>				Name of Surveyor _____	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>22070</u> tons				Particulars of Classification <u>100A1</u> <u>carrying Petroleum in Bulk contemplated</u>	
Coefficient of fineness for use with Tables <u>.748</u>					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <u>35.75</u> Stringer plate ... <u>.07</u> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>35.82</u>	(a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(35.82 - 33.33) 3 = + 7.47 \times$ $2.49$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures	Moulded Breadth (B) <u>68'0"</u> Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$ Ship's Round of Beam = <u>17"</u> Difference <u>.68 excess</u> Restricted to Correction = $\frac{\text{Diff}^e}{4} \times (1 - \frac{S_1}{L}) = \frac{.68}{4} \times .5534 = -.09$

#### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>110.17</u>	<u>110.17</u>	<u>7.5</u>		<u>110.17</u>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed EQUIVALENT	<u>44.33</u>	<u>44.33</u>	<u>7.5</u>		<u>44.33</u>
" overhang aft ...					
" overhang forward					
F'cle enclosed ...	<u>68.83</u>	<u>68.83</u>	<u>7.5</u>		<u>68.83</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	<u>223.33</u>	<u>223.33</u>			<u>223.33</u>

Standard Height of Superstructure 7.5  
 " " R.Q.D. ✓  
 Deduction for complete superstructure 42.00  
 Percentage covered  $\frac{S}{L} = 44.66\%$   
 " "  $\frac{S_1}{L} = 44.66\%$   
 " "  $\frac{E}{L} = 44.66\%$   
 Percentage from Table, ~~Tanker~~ Tanker 35.66%  
 (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 =  $42.00 \times .3566 = -14.98$

#### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>60.00</u>	1		<u>60.00</u>	<u>60.00</u>	<u>60.00</u>	1		<u>60.00</u>
$\frac{1}{8}L$ from A.P. ...	<u>26.70</u>	4		<u>106.80</u>	<u>26.625</u>	<u>26.625</u>	4		<u>106.50</u>
$\frac{2}{8}L$ " ...	<u>6.60</u>	2		<u>13.20</u>	<u>6.625</u>	<u>6.625</u>	2		<u>13.25</u>
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{8}L$ from F.P. ...	<u>13.20</u>	2		<u>26.40</u>	<u>13.31</u>	<u>13.31</u>	2		<u>26.62</u>
$\frac{4}{8}L$ " ...	<u>53.40</u>	4		<u>213.60</u>	<u>53.31</u>	<u>53.31</u>	4		<u>213.24</u>
F.P. ...	<u>120.00</u>	1		<u>120.00</u>	<u>120.00</u>	<u>120.00</u>	1		<u>120.00</u>
Total ...				<u>540.00</u>					<u>539.61</u>

Mean actual sheer aft = Deficient > 75% Standard  
 Mean standard sheer aft  
 Mean actual sheer forward = Excess  
 Mean standard sheer forward  
 Length of enclosed superstructure forward of amidships = Tanker  
 " " aft of " = Tanker  
 " " ford sheer  
 $\frac{1}{8}L$  13.20  $\frac{1}{8}$  39.60  $\frac{1}{8}$  13.31  $\frac{1}{8}$  39.93  
 $\frac{2}{8}L$  53.40  $\frac{2}{8}$  160.20  $\frac{2}{8}$  53.31  $\frac{2}{8}$  159.93  
 $\frac{3}{8}L$  120.00  $\frac{3}{8}$  120.00  $\frac{3}{8}$  120.00  $\frac{3}{8}$  120.00  
 Standard 319.80 Actual 319.86

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{.39}{18} (.75 - .2233) = +.01$

If limited on account of midship superstructure.

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

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <u>35.82</u> Summer freeboard = <u>7.02</u> Moulded draught (d) = <u>28.80</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>7.2 = 7<math>\frac{1}{4}</math>"</u> Addition for Winter North Atlantic Freeboard (if required) = <u>7.2 + 5 = 12<math>\frac{1}{4}</math>"</u>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches $\frac{d}{4} = 7\frac{1}{4}"$	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{.748 + .68}{1.36} = \frac{1.428}{1.36}$ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ...</td> <td><u>7.47</u></td> <td></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td><u>14.98</u></td> </tr> <tr> <td>Sheer correction ...</td> <td><u>.01</u></td> <td></td> </tr> <tr> <td>Round of Beam correction ...</td> <td></td> <td><u>.09</u></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td></td> <td></td> </tr> <tr> <td></td> <td><u>7.48</u></td> <td><u>15.07</u></td> </tr> <tr> <td>Summer Freeboard =</td> <td><u>84.28</u></td> <td></td> </tr> </tbody> </table>		+	-	Depth Correction ...	<u>7.47</u>		Deduction for superstructures ...		<u>14.98</u>	Sheer correction ...	<u>.01</u>		Round of Beam correction ...		<u>.09</u>	Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...				<u>7.48</u>	<u>15.07</u>	Summer Freeboard =	<u>84.28</u>	
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#### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	<u>14<math>\frac{1}{2}</math>"</u>	Tropical Fresh Water Freeboard ...	<u>5<math>\frac{1}{2}</math>"</u>
Fresh Water Line " "	<u>7<math>\frac{1}{4}</math>"</u>	Fresh Water " "	<u>6<math>\frac{1}{2}</math>"</u>
Tropical Line " "	<u>7<math>\frac{1}{4}</math>"</u>	Tropical " "	<u>6<math>\frac{1}{2}</math>"</u>
Winter Line below " "	<u>7<math>\frac{1}{4}</math>"</u>	Winter " "	<u>7<math>\frac{1}{2}</math>"</u>
Winter North Atlantic Line " "	<u>12<math>\frac{1}{4}</math>"</u>	Winter North Atlantic " "	<u>8<math>\frac{1}{2}</math>"</u>



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	Sides	...	...	...	...	...	...	...	...
	Ends	...	...	...	...	...	...	...	...
HATCH BEAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
	Scantling* and Sketch	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	How fitted	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...	...	...	...

\*Are wood fore and afters steel shod at all bearing surfaces?  
 Are battens and wedges efficient and in good condition?  
 Are tarpaulins in good condition and in accordance with rule requirements?  
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles :—

Particulars of Companionways :—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—

Particulars of Gangway Cargo and Coaling Ports :—

Particulars of Scuppers and Sanitary Discharge Pipes :—

Particulars of Side Scuttles :—

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ...						
Forward Well ...						

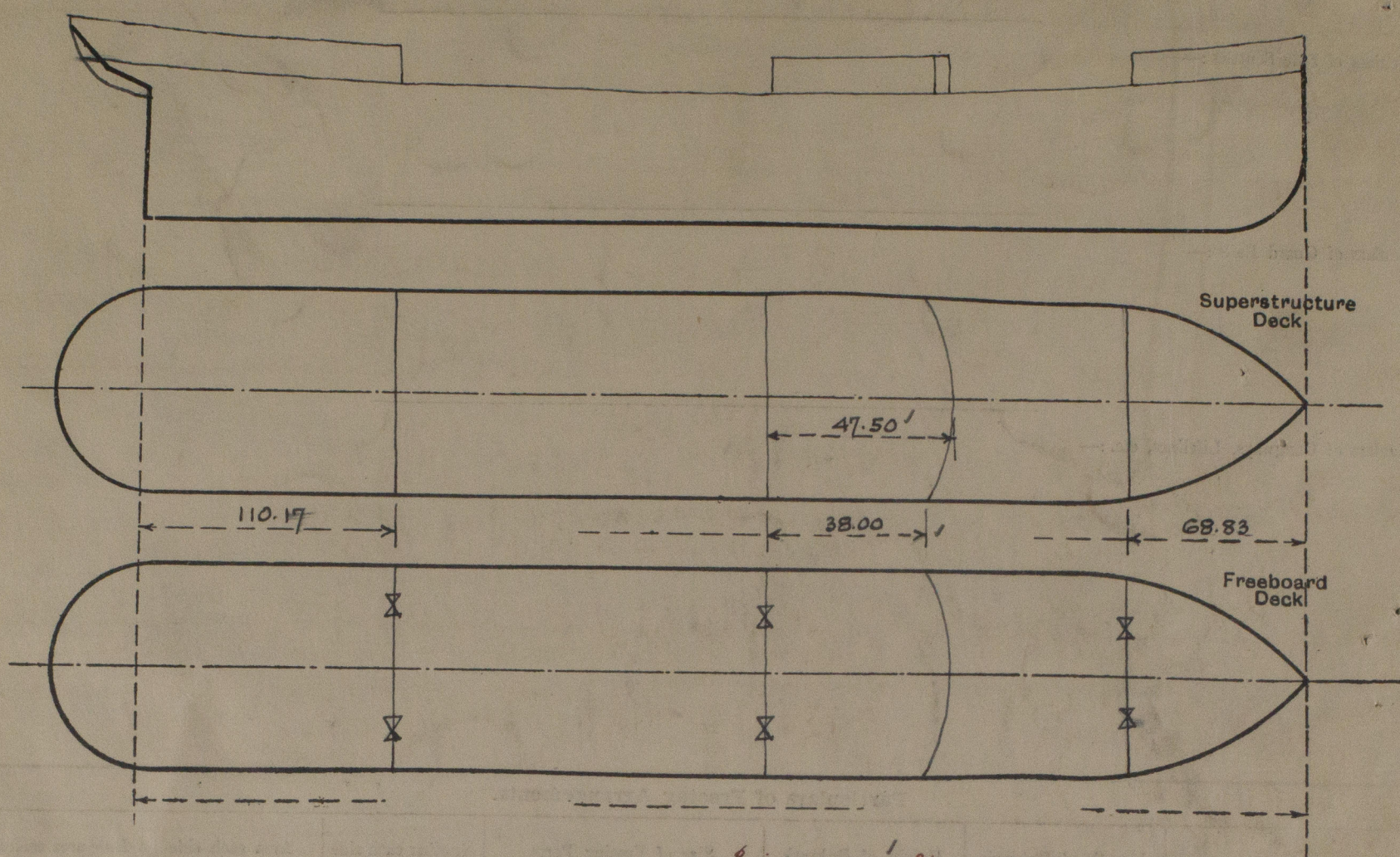
State position of each freeing port ... } After Well :—  
 (F. and A. position and height above deck edge) } Forward Well :—  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—  
 Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...								
Forecastle Bulkhead ...								
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ...	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	
Forecastle Bulkhead ...	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



Bridge  $9.5 \times \frac{2}{3} = 6.33 \checkmark$   
 $\frac{38.00}{44.33} \checkmark$  Equivalent

State any special features in the construction of the ship:—

Builder's name and yard number

Names of sister ships

Owners

Fee £

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