

PRELIMINARY. AMENDED COMPUTATION.

Lloyd's Register of Shipping.

 Index. No. 35358
(For London Office only).

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

Ship's Name <i>Swan Hunter & Wigham Richardson's No 1594</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
Moulded Dimensions: Length <i>464.21</i> Breadth <i>61.75</i> Depth <i>34.04</i>					Date of Survey <i>16.11.38</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>18198</i> tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>768</i>					Particulars of Classification <i>+100A1 carrying petroleum in bulk (contemplated)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <i>34.04</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(34.11 - 30.94)3 = + 9.51"</i>	Moulded Breadth (B) <i>61.75</i>
Stringer plate ... <i>.07</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>3.17</i>	Standard Round of Beam = $\frac{B \times 12}{50} = 14.82$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>15.00</i>
Depth for Freeboard (D) = <i>34.11</i>		Difference <i>.18 excess</i>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.18^2}{4} \times 56.43 = -.03"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>103.00</i>	<i>103.00</i>	<i>8.0</i>		<i>103.00</i>	Standard Height of Superstructure <i>7.5'</i>
" overhang ...	<i>3.50</i>	<i>1.75</i>			<i>1.75</i>	" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure <i>42"</i>
" overhang ...						Percentage covered $\frac{S}{L} = 44.80 \checkmark$
Bridge enclosed ...	<i>36.00</i>	<i>36.00</i>	<i>8.0</i>		<i>36.00</i>	" " $\frac{S_1}{L} = 43.57 \checkmark$
" overhang aft ...	<i>3.00</i>	<i>2.25</i>			<i>2.25</i>	" " $\frac{E}{L} = 43.57 \checkmark$
" overhang forward ...	<i>3.50</i>	<i>1.75</i>			<i>1.75</i>	Percentage from Table, Line A. <i>Tanker 34.57</i>
Fore enclosed EQUIVALENT	<i>56.07</i>	<i>56.07</i>	<i>8.0</i>		<i>56.07</i>	(corrected for absence of forecastle (if required))
" overhang ...	<i>2.9</i>	<i>1.45</i>			<i>1.45</i>	Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than .2L (if required) <i>✓</i>
Tonnage opening aft ...						Deduction = <i>42" x .3457 = - 14.52"</i>
" " forward						
Total ...	<i>207.98</i>	<i>202.27</i>			<i>202.27</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<i>56.42</i>	<i>1</i>		<i>56.42</i>	<i>38.00</i>	<i>38.00</i>	<i>1</i>		<i>38.00</i>	Mean actual sheer aft = <i>Deficient</i>
$\frac{1}{4}$ L from A.P. ...	<i>25.105</i>	<i>4</i>		<i>100.42</i>	<i>21.87</i>	<i>21.87</i>	<i>4</i>		<i>87.48</i>	Mean actual sheer forward = <i>Deficient</i>
$\frac{2}{4}$ L " ...	<i>6.205</i>	<i>2</i>		<i>12.41</i>	<i>6.00</i>	<i>6.00</i>	<i>2</i>		<i>12.00</i>	Mean standard sheer forward
Amidships ...		<i>4</i>					<i>4</i>			Length of enclosed superstructure forward of amidships = <i>Tanker</i>
$\frac{3}{4}$ L from F.P. ...	<i>12.41</i>	<i>2</i>		<i>24.82</i>	<i>12.25</i>	<i>12.25</i>	<i>2</i>		<i>24.50</i>	" " aft of " = <i>Tanker</i>
$\frac{1}{4}$ L " ...	<i>50.21</i>	<i>4</i>		<i>200.84</i>	<i>50.12</i>	<i>50.12</i>	<i>4</i>		<i>200.48</i>	
F.P. ...	<i>112.84</i>	<i>1</i>		<i>112.84</i>	<i>113.00</i>	<i>113.00</i>	<i>1</i>		<i>113.00</i>	
Total ...				<i>507.75</i>					<i>475.46</i>	

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{32.29}{18} \left(.75 - \frac{.224}{2} \right) = + .94"$$

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <i>34.11</i> Summer freeboard = <i>6.64</i> Moulded draught (d) = <i>27.47</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.87 = 6¾"</i> Addition for Winter North Atlantic Freeboard (if required) = <i>6.87 + 4.64 = 11.51 = 11½"</i>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 17269$ Tons per inch immersion at summer load water line $T = 58.12$ Deduction = $\frac{\Delta}{40T}$ inches = <i>7.43</i> = <i>7½"</i>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{768 + .68}{1.36} = \frac{1448}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td><i>9.51</i></td> <td><i>✓</i></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td><i>14.52</i></td> <td><i>✓</i></td> </tr> <tr> <td>Sheer correction ...</td> <td><i>.94</i></td> <td><i>✓</i></td> </tr> <tr> <td>Round of Beam correction ...</td> <td><i>.03</i></td> <td><i>✓</i></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td><i>✓</i></td> <td><i>✓</i></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td><i>✓</i></td> <td><i>✓</i></td> </tr> <tr> <td></td> <td><i>10.45</i></td> <td><i>14.55</i></td> </tr> </table> Summer Freeboard = <i>79.76</i>		+	-	Depth Correction ...	<i>9.51</i>	<i>✓</i>	Deduction for superstructures ...	<i>14.52</i>	<i>✓</i>	Sheer correction ...	<i>.94</i>	<i>✓</i>	Round of Beam correction ...	<i>.03</i>	<i>✓</i>	Correction for Thickness of Deck amidships ...	<i>✓</i>	<i>✓</i>	Other corrections, scantlings, etc. ...	<i>✓</i>	<i>✓</i>		<i>10.45</i>	<i>14.55</i>
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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 ...	<i>14¼"</i>
Fresh Water Line " " ...	<i>7½"</i>
Tropical Line " " ...	<i>6¾"</i>
Winter Line below " " ...	<i>6¾"</i>
Winter North Atlantic Line " " ...	<i>11½"</i>

Tropical Fresh Water Freeboard ...	<i>6' 7¾"</i>
Fresh Water " " ...	<i>5' 5½"</i>
Tropical " " ...	<i>6' 0¼"</i>
Winter " " ...	<i>6' 1"</i>
Winter North Atlantic " " ...	<i>7' 2½"</i>
	<i>7' 7¼"</i>

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.

$$\begin{array}{rcl} \text{Houcastle total} & 63.96 & \\ \hline \text{Length abaft } \frac{4}{10} & = & \frac{46.42}{17.54} \times 50 = 8.77 \end{array}$$

$$\begin{array}{r} 63.96 \\ 15.00 \\ \hline 48.96 \end{array}$$

$$\begin{array}{rcl} 18.17 \times 15.00 & = & 272.52 \\ 8.83 \times 18.00 & = & 158.94 \\ \hline 431.46 & & \\ \hline 54.67 & = & \frac{63.96}{7.89} \\ & & 56.07 \text{ Equiv. Bulkhead.} \end{array}$$

$$\begin{array}{rcl} 272.50 & = & \frac{63.96}{4.98} \\ \hline 54.67 & & \\ & & 58.98 \text{ Equiv. deck} \\ & & 56.07 \\ & & 2.91 \text{ Overhang.} \end{array}$$

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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Foundation