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(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>PORT LEVEN.</b>	Official Number	Nationality and Port of Registry <b>BRITISH HULL</b>	Gross Tonnage <b>307</b>	Date of Build <b>1942</b>	Port of Survey <b>Lisbon</b>
Moulded Dimensions: Length <b>40.238 m</b> Breadth <b>7.619</b> Depth <b>4.190</b> <b>&amp; RUDER STOCK</b>					Date of Survey <b>20<sup>th</sup> June 1942</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>596 m<sup>3</sup></b> tons					Surveyor's Signature <i>Edmond</i>
Coefficient of fineness for use with Tables <b>.68 (Actual .546)</b>					Particulars of Classification <b>+100A1 Motor Trawler.</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>4.190</b>	(a) Where D is greater than Table depth (D - Table depth) R = $\frac{8.33(4.248 - 4.683) \times 10.160}{1.565} = +132 \text{ m/m}$	Moulded Breadth (B) <b>7619</b> ✓
Stringer plate ... <b>9</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 152$ ✓
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = 63 \times .7729 = 49$	If restricted by superstructures ✓	Ship's Round of Beam = <b>178</b>
Depth for Freeboard (D) = <b>4.248</b>		Difference <b>26</b> ✓
		Restricted to ✓
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{26^2}{4} \times .7729 = -5 \text{ m/m}$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	✓				
„ overhang ...	✓				
R.Q.D. enclosed ...	✓				
„ overhang ...	✓				
Bridge enclosed ...	✓				
„ overhang aft ...	✓				
„ overhang forward ...	✓				
Fore enclosed ...	<b>9140</b>	<b>9140</b>	<b>1906</b>		<b>9140</b>
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ forward ...					
Total ...	<b>9140</b> ✓	<b>9140</b> ✓			<b>9140</b>

Standard Height of Superstructure **1.830 M**

„ „ R.Q.D. ✓

Deduction for complete superstructure **488 m/m**

Percentage covered  $\frac{S}{L} = 22.71$

„ „  $\frac{S_1}{L} = 22.71$

„ „  $\frac{E}{L} = 22.71$

Percentage from Table, Line A. **11.35**

(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 = **488 x 11.35 = -55 m/m**

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>589</b>	1	<b>589</b>	<b>1308</b>	<b>589</b>	<b>589</b>	1	<b>589</b>	
$\frac{1}{2}L$ from A.P. ...	<b>261</b>	4	<b>1048</b>	<b>514</b>	<b>261</b>	<b>261</b>	4	<b>1048</b>	
$\frac{3}{4}L$ „ ...	<b>65</b>	2	<b>130</b>	<b>97</b>	<b>65</b>	<b>65</b>	2	<b>130</b>	
Amidships ...	-	4	-	<b>0</b>	-	-	4	-	
$\frac{3}{4}L$ from F.P. ...	<b>131</b>	2	<b>261</b>	<b>43</b>	<b>43</b>	<b>43</b>	2	<b>86</b>	
$\frac{1}{2}L$ „ ...	<b>524</b>	4	<b>2096</b>	<b>206</b>	<b>206</b>	<b>206</b>	4	<b>824</b>	
F.P. ...	<b>1178</b>	1	<b>1178</b>	<b>524</b>	<b>524</b>	<b>524</b>	1	<b>524</b>	
Total ...			<b>5303</b>					<b>3201</b>	

Mean actual sheer aft = **Excess**

Mean standard sheer aft

Mean actual sheer forward = **Deficient**

Mean standard sheer forward

Length of enclosed superstructure forward of amidships =

„ „ aft of „ = **Deficient sheers.**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{2102(.75 - .1135)}{18} = +74 \text{ m/m}$

If limited on account of midship superstructure. **6365**

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

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<b>337 m/m</b>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient <b>None</b>	<b>337</b>
Depth to Freeboard Deck = <b>4.262</b>	$\Delta = 635 \text{ M. tons}$	Depth Correction ...	<b>132</b>
Summer freeboard = <b>.614</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ...	<b>55</b>
Moulded draught (d) = <b>3.648</b>	$T = 2.45$	Sheer correction ...	<b>74</b>
Deduction for Tropical freeboard and addition for Winter freeboard = <b>76</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>65 m/m</b>	Round of Beam correction ...	<b>5</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>126</b>		Correction for Thickness of Deck amidships ...	<b>14</b>
		Other corrections, scantlings, etc. to correspond with position of lower side-scantling.	<b>117</b>
			<b>337</b>
		Summer Freeboard = <b>614 m/m</b>	<b>+277</b>

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line

Tropical Fresh Water Line above Centre of Disc	... 06.5 metres	Tropical Fresh Water Freeboard	... 06.5 "
Fresh Water Line	... 06.5 "	Fresh Water	... 06.5 "
Tropical Line	... Nil	Tropical	... 06.5 "
Winter Line	... below	Winter	... 06.5 "
Winter North Atlantic Line	... 009 "	Winter North Atlantic	... 06.5 "



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.

Trade of ship Fishing, trawling

Names of sister ships PORT JACKSON - PORT MADOC.

Builder's name and yard number Cia. União Fabril Yard no. 110.

Owners Rock Fishing Co. Hull.

Fee £ X



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