

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD-STEAMERS.

Index No. 33979  
(For London Office only.)

Port of Survey

Date of Survey 16-3-31.

Name of Surveyor

Ship's Name. <u>J. H. SENIOR.</u>	Port of Registry and Nationality. <u>DANZIG.</u>	Official Number.	Gross Tonnage.	Date of Build. <u>1931.</u>	Particulars of Classification. <u>+100 A1. CARRYING PETROLEUM IN BULK. LONG L. FRAMING.</u>
Number in Register Book					

Moulded dimensions 158.5 × 21.34 × 11.81

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

Coefficient of fineness for use with tables .804

## DEPTH FOR FREEBOARD.

Moulded depth	...	...	...	...	...	<u>11.81</u>
Stringer plate	...	...	...	...	...	<u>.02</u>
Sheathing in wells $T \left( \frac{L-S}{L} \right) =$	...	...	...	...	...	<u>✓</u>
Depth D =	...	...	...	...	...	<u>11.83</u>

## CORRECTION FOR LENGTH.

(a) When D is greater than $\frac{L}{15}$	
$(D - \frac{L}{15}) \times R = \frac{8.33}{8.33} (11.83 - 10.57) \times 30$	<u>+315</u>
(b) When D is less than $\frac{L}{15}$ (if allowed).	
$(\frac{L}{15} - D) \times R =$	...
If restricted by height of superstructures	...

## SUPERSTRUCTURES.

	Mean Covered Length S.	Equivalent Enclosed Length S <sub>1</sub> .	Height.	Correction for Height.	Effective Length.
Poop enclosed	...	...	...	...	...
" overhang	...	...	...	...	...
R.Q.D. enclosed	...	...	...	...	...
" overhang	...	...	...	...	...
I Bridge enclosed	<u>12.22</u>	<u>12.22</u>	<u>2.28</u>	<u>✓</u>	<u>12.22</u>
II " overhang aft	<u>16.71</u>	<u>16.71</u>	<u>2.28</u>	<u>✓</u>	<u>16.71</u>
" overhang forward	...	...	...	...	...
F'cle enclosed	<u>12.65</u>	<u>12.65</u>	<u>2.28</u>	<u>✓</u>	<u>12.65</u>
" overhang	...	...	...	...	...
Trunks forward	...	...	...	...	...
" aft	...	...	...	...	...
Tonnage opening	...	...	...	...	...

TOTAL =

41.5841.5841.58Length of ship (L) = 158.5158.5158.5% Covered ... = 26.23%26.23%26.23%

Corresponding %, corrected for absence of fore-castle if required } A =

TANKER-B = 18.36%

Correction for Bridge less than 2L if required } TANKER.

Allowance ... = 1067× .1836= -195.8

## SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<u>2260</u>	<u>1575</u>	<u>2260</u>	<u>1</u>	<u>2260</u>
2	<u>903</u>	<u>701</u>	<u>903</u>	<u>4</u>	<u>3612</u>
3	<u>226</u>		<u>226</u>	<u>2</u>	<u>452</u>
4				<u>4</u>	
5	<u>375</u>		<u>375</u>	<u>2</u>	<u>750</u>
6	<u>1501</u>	<u>1402</u>	<u>1501</u>	<u>4</u>	<u>6004</u>
F.P. 7	<u>3467</u>	<u>3150</u>	<u>3467</u>	<u>1</u>	<u>3467</u>

If excess sheer forward and deficient sheer aft :-

Actual sheer aft = excess  
Standard sheer aftActual sheer forward = excess  
Standard sheer forwardLength of enclosed superstructure  
LForward of amidships = } Tanker  
Aft of amidships = }

Mean effective sheer ...	...	...	...	...	<u>18</u>	<u>16545</u>
Standard sheer .05L + 5 =	...	...	...	...	...	<u>919.2</u>
Difference (Df)	...	...	...	...	...	<u>787.4</u>
Allowance = $Df \times \left( .75 - \frac{S}{2L} \right) = 131.8 \left( .6189 \right)$	...	...	...	...	...	<u>131.8</u>
If limited on account of amidship superstructure	...	...	...	...	...	<u>-81.56</u>
If limited on account of excess sheer (1½ in. per 100 ft.)	...	...	...	...	...	<u>✓</u>

## ROUND OF BEAM.

Standard	...	...	...	...	<u>426.7</u>
Ship	...	...	...	...	<u>438.2</u>
Difference	...	...	...	...	<u>11.5</u>
Restricted to	...	...	...	...	...
Allowance = $\frac{\text{Difference}}{4} \times \left( 1 - \frac{S}{L} \right) = \frac{11.5}{4} \times .7377 = -2.12$	...	...	...	...	...

## TABULAR FREEBOARD (corrected for flush deck if required) =

Corrected for Coefficient .804 + .68 = 1.484  
1.3623392552

	+	-
Correction for Length	<u>315</u>	
" Superstructures		<u>195.80</u>
" Sheer		<u>81.56</u>
" Round of beam		<u>2.12</u>
" Thickness of deck	<u>✓</u>	<u>✓</u>
" Scantlings, etc.	<u>✓</u>	<u>✓</u>
" Statutory deck line	<u>✓</u>	<u>✓</u>

315.0279.48 + 35.52Summer Freeboard = 2587.52

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

Fresh Water Line	above centre of Disc	...	...	...	<u>2587.50</u>
Indian Summer Line	"	"	"	"	...
Winter Line	below	"	"	"	<u>2780.00</u>
Winter North Atlantic Line	"	"	"	"	...