Rpt. C.11 (Comp.).

Index No. 41780
(For London Office only.)

Nº 31452

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
EGBERT VINKE EX A.M.R. (Whale catcher)		Netherlands Amsterdam	352	1938

Port of Survey *Rotterdam*

Date of Survey *June 1949*

Surveyor's Signature *J.W. Nichool*

Particulars of Classification *100A1 "Whaler"*

Moulded Dimensions: Length 40.600m Breadth 8.20m Depth 4.300 m
96% of 42.30m (length on C.L.W.)

Moulded displacement at moulded draught = 85 per cent. of moulded depth *unknown* tons

Coefficient of fineness for use with Tables *unknown (assume .68)*

DEPTH FOR FREEBOARD (D).

Moulded depth ... ... 4300 m

Stringer plate ... ... 9 mm

Sheathing on exposed deck ... 65 mm

$T\left(\dfrac{L-S}{L}\right) = \dfrac{24.050}{40.600} \times 65 = 38$

Depth for Freeboard (D) = 4.347

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D – Table depth) R =
$8.33 \dfrac{(4.347 - 2.707)}{1.640} \times 0.253 = +140$ m/m

(b) Where D is less than Table depth (if allowed)
(Table depth – D) R =

If restricted by superstructures ✓

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) 8200 mm

Standard Round of Beam = $\dfrac{B \times 12}{50}$ = 164

Ship's Round of Beam = 160

Difference 4

Restricted to

Correction = $\dfrac{Diff^e}{4} \times \left(1 - \dfrac{S_1}{L}\right)$ = $\dfrac{4}{4}$ = + 1 m/m

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed		*none*			
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed					
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft ...					
„ „ forward ...					
Total					

Standard Height of Superstructure _____

„ „ R.Q.D. _____

Deduction for complete superstructure _____

Percentage covered $\dfrac{S}{L}$ =

„ „ $\dfrac{S_1}{L}$ = } NIL.

„ „ $\dfrac{E}{L}$ =

Percentage from Table, Line A.
(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 = NIL. ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	592	1	592	1570 mm	1570	1	1570
⅙L from A.P. ...	263	4	1052	600 mm	600	4	2400
⅔L „ ...	66	2	132	150 mm	150	2	300
Amidships ...		4	✓			4	✓
⅔L from F.P. ...	132	2	264	80 mm	80	2	160
⅙L „ ...	526	4	2104	600 mm	600	4	2400
F.P.	1184	1	1184	1930 mm	1930	1	1930
Total ...			5328				8760

$\dfrac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}}$ = } Excess

$\dfrac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}}$ =

$\dfrac{\text{Length of enclosed superstructure forward of amidships}}{L}$ = } Nil. F/D

„ „ „ aft of „ =

Correction = $\dfrac{\text{Difference between sums of products}}{18}\left(.75 - \dfrac{S}{2L}\right)$ = $\dfrac{3432}{18} \times .75 = -143$ m/m

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft. YES -51 m/m

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 4309 Ft.

Summer freeboard = 440

Moulded draught (d) = 3869

Deduction for Tropical freeboard and addition for

Winter freeboard = $\dfrac{d}{48}$ inches = 81 m/m 8 cms.

Addition for Winter North Atlantic Freeboard (if required) = 81 + 51 = 132 m/m = 13 cms.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ = *unknown*

Tons per inch immersion at summer load water line

T = *unknown*

Deduction = $\dfrac{\Delta}{40\,T}$ inches

d/48 = 8 cms ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)

341 + 51 342

Correction for coefficient NIL 392

	+	–	
Depth Correction	140		
Deduction for superstructures	✓		
Sheer correction	✓	51	A.N. 14.7.49
Round of Beam correction	1		
Correction for Thickness of Deck amidships ...	✓	38	
Other corrections, scantlings, etc.	✓		
	141	89	+ 52

Summer Freeboard = 444

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

Tropical Fresh Water Line above Centre of Disc 16 cms.

Fresh Water Line „ „ 8 cms.

Tropical Line „ „ 8 cms.

Winter Line below „ 8 cms.

Winter North Atlantic Line „ „ 13 cms.

Summer 44 cms.

Tropical Fresh Water Freeboard 28 cms.

Fresh Water 36 cms.

Tropical 36 cms.

Winter 52 cms.

Winter North Atlantic 57 cms.

Osaka Iron Works, Ld

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 _Ocean Trade_

Names of sister ships

Builder's name and yard number _Osaka Iron Works, Ld_

Owners _N. V. Nederlandsche Maatschappij voor de Walvischvaart_

Fee £ _145.—_