

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

N<sup>o</sup> 211 66.  
AUG -9 1938

Ship's Name <b>M.V. "CORYDA"</b>	Official Number	Nationality and Port of Registry <b>Dutch Amsterdam</b>	Gross Tonnage <b>8028.38</b>	Date of Build <b>1938</b>	Port of Survey <b>Rotterdam</b>
Moulded Dimensions: Length <b>140.511 M<sup>rs</sup></b> Breadth <b>17.983 M<sup>rs</sup></b> Depth <b>10.363 M<sup>rs</sup></b> <i>To top of rudder stock</i>					Date of Survey <b>2.8.1938</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>17620 M<sup>3</sup></b> tons					Surveyor's Signature <b>D. Wuyt</b>
Coefficient of fineness for use with Tables <b>.792</b>					Particulars of Classification <b>+100 A1</b> <i>Carrying Petroleum in Bulk contemplated.</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>10363 3/4</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>8.33(10.386 - 9.368) 30 = + 254 1/2</b>	Moulded Breadth (B) <b>17983 1/2</b>
Stringer plate ... <b>23</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \mathbf{360}$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>360 1/2</b>
Depth for Freeboard (D) = <b>10386</b>		Difference <b>✓</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \mathbf{NIL}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... <i>equivalent</i>	<b>28809</b>	<b>28809</b>	<b>2,286</b>	<b>64 1/2</b>	<b>28809</b>
„ overhang ...	<i>none</i>				
R.Q.D. enclosed					
„ overhang					
Bridge enclosed ... <i>equivalent</i>	<b>13920</b>	<b>13920</b>	<b>2,286</b>	<b>2286</b>	<b>13895</b>
„ overhang aft	<i>none</i>				
„ overhang forward	<i>none</i>				
Fore enclosed	<b>14722</b>	<b>14722</b>	<b>2,286</b>	<b>2286</b>	<b>14722</b>
„ overhang	<b>2436</b>	<b>2436</b>	<b>64 1/2</b>	<b>2286</b>	<b>21432</b>
Trunk aft					
„ forward					
Tonnage opening aft					
„ forward					
Total	<b>59887</b>	<b>59887</b>			<b>59858</b>

Standard Height of Superstructure **2,290 1/2**

„ „ R.Q.D. **1067**

Deduction for complete superstructure **1067**

Percentage covered  $\frac{S}{L} = \mathbf{42.62}$

„  $\frac{S_1}{L} = \mathbf{42.62}$

„  $\frac{E}{L} = \mathbf{42.60}$

Percentage from Table, Line A **Tanker 33.60**  
(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 = **1067 x .336 = -358 1/2**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>1425</b>	<b>1</b>		<b>1425</b>	<b>1423</b>	<b>1423</b>	<b>1</b>		<b>1423</b>
1/2 L from A.P. ...	<b>633</b>	<b>4</b>		<b>2532</b>	<b>632</b>	<b>632</b>	<b>4</b>		<b>2528</b>
2/2 L „ ...	<b>158</b>	<b>2</b>		<b>316</b>	<b>156</b>	<b>156</b>	<b>2</b>		<b>312</b>
Amidships ...	<b>-</b>	<b>4</b>		<b>-</b>	<b>0</b>	<b>-</b>	<b>4</b>		<b>-</b>
3/2 L from F.P. ...	<b>316</b>	<b>2</b>		<b>632</b>	<b>311</b>	<b>311</b>	<b>2</b>		<b>622</b>
1/2 L „ ...	<b>1266</b>	<b>4</b>		<b>5064</b>	<b>1266</b>	<b>1266</b>	<b>4</b>		<b>5064</b>
F.P. ...	<b>2849</b>	<b>1</b>		<b>2849</b>	<b>2846</b>	<b>2846</b>	<b>1</b>		<b>2846</b>
Total				<b>12818</b>					<b>12795</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{23}{18} \left( \frac{75-2131}{2} \right) = \mathbf{+1 1/2}$

If limited on account of midship superstructure.

Mean actual sheer aft = **Deficient**

Mean actual sheer forward = **Deficient**

Length of enclosed superstructure forward of amidships = **1**

„ „ aft of „ = **Tanker**

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **10,386**

Summer freeboard = **2,040**

Moulded draught (d) = **8.346**

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{48} = \mathbf{174.17 cms.}$

Addition for Winter North Atlantic Freeboard (if required) = **174 + 115 = 289 1/2 = 29 cms.**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = \mathbf{16694 m^3}$

Tons per inch immersion at summer load water line

$T = \mathbf{22.23}$

Deduction =  $\frac{\Delta}{40T} \text{ inches} = \mathbf{188 1/2}$

= **19 cms.**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.792 + .68}{1.36}$

	+	-
Depth Correction	<b>254</b>	<b>-</b>
Deduction for superstructures	<b>-</b>	<b>358</b>
Sheer correction	<b>1</b>	<b>-</b>
Round of Beam correction	<b>-</b>	<b>-</b>
Correction for Thickness of Deck amidships	<b>-</b>	<b>-</b>
Other corrections, scantlings, etc.	<b>-</b>	<b>-</b>
	<b>255</b>	<b>358</b>
Summer Freeboard	<b>= 2039 1/2</b>	

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

Tropical Fresh Water Line above Centre of Disc	...	36 cms	Tropical Fresh Water Freeboard	...	168
Fresh Water Line	...	19	Fresh Water	...	185
Tropical Line	...	17	Tropical	...	187
Winter Line below	...	17	Winter	...	221
Winter North Atlantic Line	...	29	Winter North Atlantic	...	233

12 AUG 1938



Coryda.

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.

Roof equiv. bhd.

$$\begin{array}{r} 2/3 \times 1,440 = 960 \\ 27,849 \\ \hline 28,809 = \text{equiv. bhd.} \end{array}$$

Bridge equiv. bhd.

$$\begin{array}{r} 2/3 \times 1,219 = 813 \\ 13,107 \\ \hline 13,920 \end{array}$$

Forecastle holdhouses

$$\begin{array}{r} 7,364 \times 5,511 \\ 16,664 \end{array} = 2,436 \text{ equiv. length}$$

Trade of ship Ocean trade.

Names of sister ships M.V. "CLEA" Rotterdam Repat No 26795.-

Builder's name and yard number N.V. Rotterdamsche Doozdok Maats. Yardnumber 202

Owners Petroleum Maatschappij "La Corona"

Fee f 228.-



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