

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.Index No. **35015**
(For London Office only.)

30 JUL 1936

Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~ **SINGLE SCREW MOTOR**
having **SINGLE DECK, POOP, BRIDGE, FORECASTLE.**

(Type of Superstructures.)

Ship's Name "M/T LOOSDRECHT" YARD No 58.	Nationality and Port of Registry DUTCH	Official Number 9314	Gross Tonnage ABOUT 9400	Date of Build 1936
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Moulded Dimensions: Length **480'-0"** Breadth **65'-3"** Depth **35'-10"**
Moulded displacement at moulded draught = 85 per cent. of moulded depth (30.46 FEET) **21830 tons**
Coefficient of fineness for use with Tables **0.775 - 801.**

Port of Survey **Odense**
Date of Survey **28-7-1936**
Name of Surveyor **S. Sanderson**
Particulars of Classification **+100. A.1.**
CARRYING PETROLEUM IN BULK (CONTEMPLATED)

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... 35'-10" Stringer plate ... 21" Sheathing on exposed deck NONE $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = ✓ 10943"	(a) Where D is greater than Table depth 1.190 (D-Table depth) R = 833(10.943-9.753)30 = + 297" (b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓ If restricted by superstructures ✓	Moulded Breadth (B) 65'-3" = 19888" Standard Round of Beam = $\frac{B \times 12}{50} =$ 398 Ship's Round of Beam = 400 Difference Excess = 2" Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{2^2}{4} \times .6343 =$.64

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height m/m	Height Correction	Effective Length (E)
Poop enclosed ...	29.940	29.940		✓	29.940
" overhang ...	1.600	.800	2337		.800
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed... <i>equiv.</i>	11.466	11.466	2286	✓	11.466
" overhang aft ...					
" overhang forward					
F'cle enclosed <i>equiv.</i>	11.290	11.290	2286	✓	11.290
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	54.296	53.496			53.496

Standard Height of Superstructure **2290"**
" " R.Q.D. **✓**
Deduction for complete superstructure **1067"**
Percentage covered $\frac{S}{L} =$ **37.11%**
" $\frac{S_1}{L} =$ **36.57%**
" $\frac{E}{L} =$ **36.57%**
Percentage from Table, **Line A. Tanker**
(corrected for absence of forecastle (if required)) **27.57%**
Percentage from Table, Line B.
(corrected for absence of forecastle (if required))
Interpolation for bridge less than 2L (if required)
Deduction = **1067 × .2757 = - 294"**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate $\frac{M}{M}$	S	M	Product
A.P. ...	1473	1		1473	1205	1205	1		1205
$\frac{1}{2}$ L from A.P. ...	654	4		2616	250	250	4		1000
$\frac{3}{8}$ L " ...	163	2		326	0	0	2		0
Amidships ...	✓	4		✓	✓	0	4		✓
$\frac{3}{8}$ L from F.P. ...	327	2		654	0	0	2		0
$\frac{1}{2}$ L " ...	1309	4		5236	765	765	4		3060
F.P. ...	2945	1		2945	2545	2545	1		2545
Total ...	13254			13250					7810

Mean actual sheer aft = **Deficient**
Mean standard sheer aft
Mean actual sheer forward = **Deficient**
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = **Deficient**
" " aft of " = **Sheer**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{5440}{18} \left(.75 - \frac{1855}{5645} \right) = + 171.$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Ft. Depth to Freeboard Deck = 10943 Summer freeboard = 2460 Moulded draught (d) = 8483 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4} \text{ inches} = 177\frac{1}{2} = 18 \text{ cms}$ Addition for Winter North Atlantic Freeboard (if required) = 177 + 120 = 297\frac{1}{2} = 30 cms	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 19880$ Tons per inch immersion at summer load water line $T = 65.20$ Deduction = $\frac{\Delta}{40T} \text{ inches} = 7.62 = 19 \text{ cms.}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.801 + .68}{1.36} = \frac{1.481}{1.36}$ <table><tr><td>+</td><td>-</td></tr><tr><td>Depth Correction ...</td><td>297</td></tr><tr><td>Deduction for superstructures ...</td><td>- 294</td></tr><tr><td>Sheer correction ...</td><td>171</td></tr><tr><td>Round of Beam correction ...</td><td>-</td></tr><tr><td>Correction for Thickness of Deck amidships ...</td><td>-</td></tr><tr><td>Other corrections, scantlings, etc. ...</td><td>-</td></tr><tr><td>468</td><td>294</td></tr></table> Summer Freeboard = 2462	+	-	Depth Correction ...	297	Deduction for superstructures ...	- 294	Sheer correction ...	171	Round of Beam correction ...	-	Correction for Thickness of Deck amidships ...	-	Other corrections, scantlings, etc. ...	-	468	294	2101 2288 2462
+	-																		
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468	294																		

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

Tropical Fresh Water Line above Centre of Disc ...	37 cms	Tropical Fresh Water Freeboard ...	209 "
Fresh Water Line " "	19 "	Fresh Water " "	227 "
Tropical Line " "	18 "	Tropical " "	228 "
Winter Line below " "	18 "	Winter " "	264 "
Winter North Atlantic Line " "	30 "	Winter North Atlantic " "	276 "

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Particulars of fiddley, funnel and ventilator coamings:—

6	VENTILATORS	840 M/DIA	WITH	STEEL	COAMINGS	RIVETED	TO	CASING	TOP	AND	FITTED	WITH	STEEL	COWLS.
2	"	480 "	"	"	"	"	"	"	"	"	"	"	"	"
2	"	230 "	"	"	"	"	"	"	"	"	"	"	"	"

MOTOR ROOM SKYLIGHT MADE OF STEEL PLATE RIVETED TO CASING TOP, WITH HINGED STEEL FLAPS.

FUNNEL COAMING OF 6.5 M/DIA STEEL PLATE RIVETED TO CASING TOP.

Particulars of Companionways:— TWO PUMP ROOM CASINGS MADE OF 8 1/2% STEEL PLATED RIVETED TO FREEBOARD DECK. WITH W.T. STEEL SKYLIGHT ON TOP. HINGED W.T. STEEL DOORS 1450 x 840 mm CAPABLE OF BEING MANIPULATED FROM BOTH SIDES. HEIGHT OF SILL OF DOORWAYS = 455 mm. ✓

COMPANION TO FORWARD PUMP ROOM MADE OF 8% STEEL PLATE RIVETED TO STEEL FREEBOARD DECK. HINGED W.T. STEEL DOOR, HEIGHT OF SILL 400 mm. ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

VENTILATORS	COAMINGS	ON	FORECASTLE	DECK OF STEEL PLATE	8.5% THICK	915% HIGH
— " —	— " —	"	FREEBORD	— " —	8.5 " —	915 " MINIMUM HEIGHT
— " —	— " —	"	BRIDGE	— " —	8.5 " —	915 " HIGH
— " —	— " —	"	POOP	— " —	8.0 " —	760 " HIGH

ALL VENTILATOR COAMINGS RIVETED TO STEEL DECK PROPERLY STIFFENED WHERE NECESSARY, FITTED WITH STEEL COWLS, WOOD PLUGS & CANVAS COVERS.

A diagram of a U-tube manometer. The liquid column is curved, with the right side being higher than the left side. A vertical double-headed arrow on the right side indicates the height difference, labeled with the letter H .

Particulars of Gangway Cargo and Coaling Ports:— NONE.

{ GALV-STEEL PIPES 915⁷/₈" HIGH ON UPPER DECK, MINIMUM 500⁷/₈" HIGH ON SUPERSTRUCTURE DECKS.
FITTED WITH SWAN NECK AND WIRE GAUZE AND APPROVED CLOSING APPLIANCES.

SCUPPERS FROM SPACES UNDER POOP FITTED WITH SCREW DOWN COVERING PLATES & STORM VALVES. ✓

Particulars of Side Scuttles:— NO SIDE SCUTTLES BELOW FREEBOARD DECK
FORECASTLE / 250 %m SIDE SCUTTLES WITH 10% SECURIT GLASS AND HINGED STEEL DEADLIGHT
BRIDGE / 250 " " " " " " " "
POOP / 250 " " " " " " " "

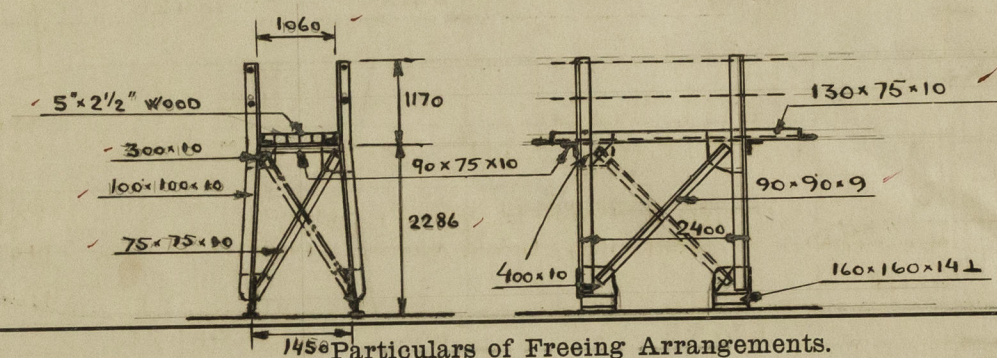
Particulars of Guard Rails:— OPEN RAILS ON PART OF FREEBOARD DECK 1220% HIGH, STEEL STANCHIONS SPACED ABOUT 1400%th, 4 STEEL RODS EQUALLY SPACED. STEEL BULWARK REMAINING PART 1220% HIGH 65%th THICK WITH RAIL BAR 180.76.13 STAYS 180.75.9 WITH 75.75.9 SPACED 2 FRAMESACES, ON FORD PART OF FOCSE DECK STEEL BULWARK 1070% 1220% HIGH 65%th THICK 180.76.13 RAIL BAR, STAYS OF 9%th FLANGED PLATE SPACED ABOUT 1500%th APART.


ABOUT 1500⁷/₁₆ APART.

OPEN RAILS ON FORECASTLE DECK 1070⁷/₁₆ HIGH } STEEL STANCHIONS SPACED ABOUT 1400⁷/₁₆
POOP " 1120 " } 3 STEEL RODS EQUALLY SPACED.
" BRIDGE " 1070 " }

STEEL BULWARK SIDES AND FRONT OF BRIDGE DECK 1070⁷/₁₆ HIGH 6.5⁷/₁₆ THICK 180x76x13. RAIL BAR, STAYS 1200 APART.

Particulars of Gangways, Lifelines, etc.:-
GANGWAY BETWEEN POOP AND BRIDGE AND BRIDGE-AND FORECASTLE, SCANTLINGS AS PER SKETCH BELOW.
RAIL STANCHIONS OF STEEL 1090 HIGH, SPACED 2400, 2 STEEL RODS. ✓



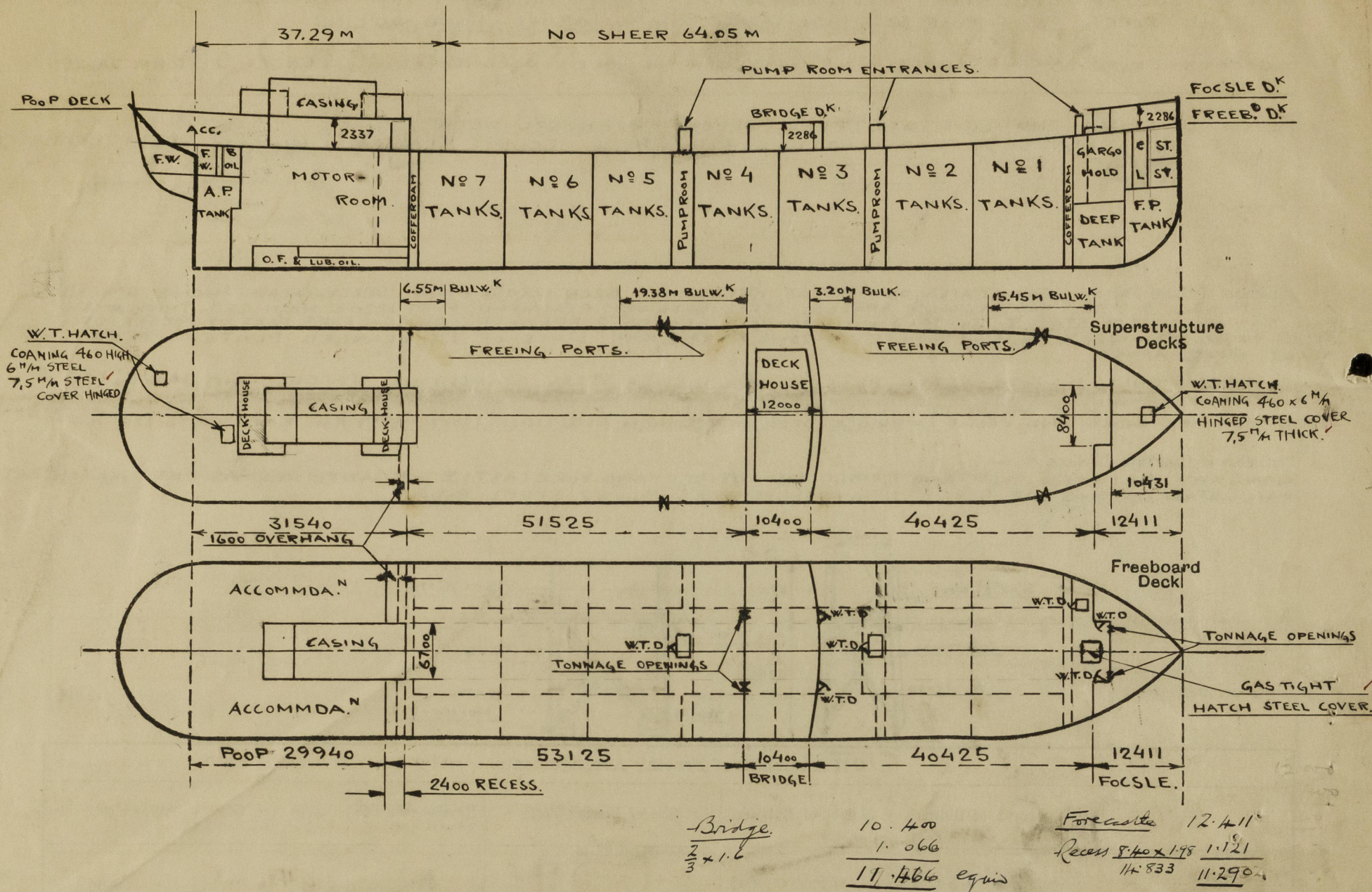
145. Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	25 9 30 $\frac{1}{4}$ "	1220 $\frac{1}{4}$ "		one	0.426 m ² ✓ 25.59 <i>open</i>	$\frac{1}{2}$ L <i>open</i> tails
Forward Well	186 50 "	1220 "	same	one	0.426 m ² ✓ 21.775 <i>open</i>	$\frac{1}{2}$ L <i>open</i> tails
State position of each freeing port { After Well: — FRAMES 94 (F. and A. position and height above deck edge) { Forward Well: — " 162				HEIGHT ABOVE DECK 385% & 325%		
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—				3 VERTICAL 22 $\frac{1}{4}$ " RODS EQUALLY SPACED		
Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.									
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings	
Poop Bulkhead	11" ¹ / ₂	11" ¹ / ₂	250 x 90 x 115	600 - 750	BRACKETS AND LUGS	No openings	—	—	
Raised Quarter Deck Bulkhead ...									
Bridge, After Bulkhead	10" ¹ / ₂	9" ¹ / ₂	180 x 75 x 95	815 - 823	LUGS BOTTOM BRACKETS TOP AND FOOT.	TWO 1245 x 940 2 WT. DOORS 1465 x 725	465"		
Bridge, Forward Bulkhead	11" ¹ / ₂	11" ¹ / ₂	230 x 90 x 115	815 - 823			465"		
Forecastle Bulkhead	9" ¹ / ₂	9" ¹ / ₂	180 x 75 x 95	700 - 755	LUGS	TWO 1245 x 940 TWO WT. DOORS 1465 x 580	465"		
Trunk, Aft							485"		
Trunk, Forward									
Exposed Machinery Casings on Free-board Raised Quarter Decks ...	8.5"	8.5"	115 x 65 x 75	840	NONE	ONE IN EACH 1450 x 840	455"	2286"	
Exposed Machinery Casings on Super-structure Decks	9.5"	8.5"	80 x 65 x 75	800	BRACKETS AT TOP ONLY	STEEL DOOR EACH SIDE 1470 x 710	480 "	3436 "	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances									
Deckhouses on Flush Deck Ships ...									

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

PUMP ROOM CASING	Poop Bulkhead	NO OPENINGS ✓
	Raised Quarter Deck Bulkhead ...	
	Bridge, After Bulkhead	TWO TONNAGE OPENINGS WITH 65% WOOD PLANKS RIVETED CHANNELS; FULL HEIGHT.
	Bridge, Forward Bulkhead	2 W.T. HINGED STEEL DOORS ✓ CAPABLE OF BEING MANIPULATED FROM BOTH SIDES. ✓
	Forecastle Bulkhead	TWO TONNAGE OPENINGS WITH 65% PLANKS IN RIVETED CHANNELS; FULL HEIGHT; ✓
	Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	TWO W.T. DOORS. OF STEEL CAPABLE OF BEING MANIPULATED FROM BOTH SIDES. ✓
	Exposed Machinery Casings on Super-structure Decks	→ HINGED STEEL DOOR IN EACH CASING CAPABLE OF BEING MANIPULATED FROM BOTH SIDES. ✓
	Machinery Casings within Superstructures not fitted with Class I Closing Appliances	HINGED STEEL DOORS IN HALVES. ✓
	Deckhouses on Flush Deck Ships ...	

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:— COMBINED LONGITUDINAL AND TRANSVERSE FRAMING SYSTEM, TWO LONGITUDINAL BULKHEADS.

ON APPROXIMATE LOAD LINE : ABOUT 28 FEET
EXTREME DISPLACEMENT = 19880 TONS AT 35 CUB. FEET
TONS PER INCH IMMERSION = 65,20 " " " "

Builder's name and yard number ODENSE STAALSKIBSVERFT VED A.P. MØLLER. YARD. NO. 58.

Names of sister ships YARD NO. 57 M.V. "HENNING MÆRSK".

Owners PHS. VAN OMMERENS SCHEEPVAARTBEDRIJF, ROTTERDAM.

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