

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GRK. REPORT N°23432

Ship's Name TEDDY (GEO. BROWN'S N°241)	Official Number	Nationality and Port of Registry DANISH. COPENHAGEN	Gross Tonnage	Date of Build	Port of Survey GREENOCK.
Moulded Dimensions: Length 190.50' Breadth 32.50' Depth 13.02' To TOP OF KEEL To CR. OF RUDDER STACK.					Date of Survey NOVEMBER. 1946. (WHILST BUILDING)
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1302 tons					Surveyor's Signature <i>Wharmillan</i>
Coefficient of fineness for use with Tables					Particulars of Classification + 100 A.1. (CONTEMPLATED)

Depth for Freeboard (D). Moulded depth ... Stringer plate 44" ... 30" IN WAY OF MARKING R.Q.DK. Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \checkmark$ Depth for Freeboard (D) =	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R = (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) = 32.50' Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = 9.00" Difference Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	50.50		7.25'		
„ overhang ...	-		-		
R.Q.D. enclosed ...	62.33		3.67'		
„ overhang ...	-		-		
Bridge enclosed ...	-		-		
„ overhang aft ...	-		-		
„ overhang forward ...	-		-		
Fore enclosed ...	28.67		6.50'		
„ overhang ...	3.00		6.50'		
Trunk aft ...	-		-		
„ forward ...	-		-		
Tonnage opening aft ...	-		-		
„ „ forward ...	-		-		
Total ...	144.50				

Standard Height of Superstructure
„ „ R.Q.D.
Deduction for complete superstructure
Percentage covered $\frac{S}{L} =$
„ „ $\frac{S_1}{L} =$
„ „ $\frac{E}{L} =$
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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1			25.00"		1		
$\frac{1}{8}$ L from A.P. ...		4			9.25"		4		
$\frac{2}{8}$ L „ ...		2			1.37"		2		
Amidships ...		4			-		4		
$\frac{2}{8}$ L from F.P. ...		2			4.75"		2		
$\frac{1}{8}$ L „ ...		4			28.00"		4		
F.P. ...		1			57.25"		1		
Total ...									

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L
„ „ aft of „ =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$
If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. RAISED QUARTER Ft. Depth to Freeboard Deck = Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	SEE OVER Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line T = Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <table><tr><th></th><th>+</th><th>-</th></tr><tr><td>Depth Correction ...</td><td></td><td></td></tr><tr><td>Deduction for superstructures ...</td><td></td><td></td></tr><tr><td>Sheer correction ...</td><td></td><td></td></tr><tr><td>Round of Beam correction ...</td><td></td><td></td></tr><tr><td>Correction for Thickness of Deck amidships ...</td><td></td><td></td></tr><tr><td>Other corrections, scantlings, etc. ...</td><td></td><td></td></tr></table> Summer Freeboard =		+	-	Depth Correction ...			Deduction for superstructures ...			Sheer correction ...			Round of Beam correction ...			Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...		
	+	-																					
Depth Correction ...																							
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Round of Beam correction ...																							
Correction for Thickness of Deck amidships ...																							
Other corrections, scantlings, etc. ...																							

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

Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard
Fresh Water Line „ „	Fresh Water „ „
Tropical Line „ „	Tropical „ „
Winter Line below „ „	Winter „ „
Winter North Atlantic Line „ „	Winter North Atlantic „ „

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.

<u>MOULDED DRAUGHT</u>	<u>EXTREME DISPLACEMENT</u>	<u>T.P. 1"</u>
12.0 FT.	1453 TONS S.W.	12.48
13.0 FT.	1600 TONS S.W.	12.98

KEEL ALLOWANCE = $\frac{5}{8}$ "

Trade of ship GENERAL CARGO.

Names of sister ships ✓

Builder's name and yard number GEO. BROWN & CO (MARINE) LD. GREENOCK. YARD N° 241.

Owners HANS SVENNINGSEN.

Fee £ WILL BE CHARGED LATER.

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Foundation