

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

DANZIG: No. 6.

Index. No. 335
(For London Office only.)

33532

Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~

having

a forecastle, a bridge and an after bridge.

Port of Survey Bremen

Date of Survey 9th May 1931

Name of Surveyor W. Meyer

Particulars of Classification +1000

Carrying petroleum in bulk

longitudinal framing

Ship's Name

M.V. "PETER HURLL"

Nationality and Port of Registry

Panama

Official Number

11952

Date of Build

1930

Moulded Dimensions: Length 158.5 m Breadth 21.34 m Depth 11.81 m

Moulded displacement at moulded draught = 85 per cent. of moulded depth 27650 metric tons

Coefficient of fineness for use with Tables .795

Depth for Freeboard (D)

Moulded depth ... 11.81

Stringer plate02

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 11.83

Depth correction

(a) Where D is greater than Table depth

 $83(D - \text{Table depth}) R =$
 $83(11.83 - 10.57) \times 30 = +315$

(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) 21.34 m

Standard Round of Beam = $\frac{B}{50} = .427$

Ship's Round of Beam = .450

Difference = .023

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.023}{4} \times .738 = -.004$

DEDUCTION FOR SUPERSTRUCTURES.

After bridge

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Pool enclosed ...	16.76	16.76	2.29	-	16.76
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Fore Bridge enclosed ...	12.19	12.19	2.29	-	12.19
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...	12.50	12.50	2.29	-	12.50
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	41.45	41.45			41.45

Standard Height of Superstructure 2.29 m

" " R.Q.D.

Deduction for complete superstructure 1.067 m

Percentage covered $\frac{S}{L} = 26.15\%$ " $\frac{S_1}{L} = 26.15\%$ " $\frac{E}{L} = 26.15\%$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. Tanker 18.31%

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) Tanker: does not apply

Deduction = $1.067 \times .1831 = -.195$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	1.575	1		1.575	2.248	2.248	1		2.248
$\frac{1}{4}$ L from A.P. ...	.701	4		2.804	.810	.810	4		3.240
$\frac{2}{4}$ L " ...	.173	2		.346	.086	.086	2		.172
Amidships ...	-	4		-	-	-	4		-
$\frac{2}{4}$ L from F.P. ...	.346	2		.692	.251	.251	2		.502
$\frac{1}{4}$ L " ...	1.402	4		5.608	1.391	1.391	4		5.564
F.P. ...	3.150	1		3.150	3.493	3.493	1		3.493
Total ...				14.175					15.219

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1.044}{18} (.75 - .131) = -.036$

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.

Depth to Freeboard Deck = 11.83

Summer freeboard = 2.62

Moulded draught (d) = 9.21

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48}$ inches = 192 in

Addition for Winter North Atlantic Freeboard (if required) = 130 in

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 = $\frac{\Delta}{40T}$ inches

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\times \frac{.795 + .68}{1.36} =$

Depth Correction315

Deduction for superstructures195

Sheer correction036

Round of Beam correction004

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

2.339

2.537

+ .315

- .195

- .036

- .004

-

-

-

.315

.235

+ .080

Summer Freeboard = 2.617

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

Tropical Fresh Water Line above Centre of Disc ...	.38
Fresh Water Line " " ...	.19
Tropical Line " " ...	.19
Winter Line below " " ...	.19
Winter North Atlantic Line " " ...	.32

Tropical Fresh Water Freeboard ...	2.24
Fresh Water " " ...	2.43
Tropical " " ...	2.43
Winter " " ...	2.81
Winter North Atlantic " " ...	2.94

13 MAY 1931

27 FEB 1933

11 DEC 1936

11 MAY 1933

MARKING FORM

18.5.31

Peter Skull

Particulars of fiddley, funnel and ventilator coamings:— *ENCLOSED IN AFTER BRIDGE.*

2 particulars of flying covers.

1949 8.76 748'

TO PUMPROOM:- DECKHOUSE 5940x1670 Z, HEIGHT 2280 Z
PLATING-10 Z, STIFFENERS L130x75x10, SPACED 710/280 Z.
TOP BRACKETS 240x240x12 Z, FOOT BRACKETS 315x315x10 Z.
DECK ANGLE 90x90x10 Z. 18 1/2"


A HINGED DOOR 1530x600 Z WITH TOGGLES. CORNING 470 Z HEIGHT
CAPABLE TO BE MANIPULATED FROM BOTH SIDES. -

Ventilators in exposed positions on freeboard and superstructure decks :-

2	VENTILATORS ON FOREPART OF AFTER BRIDGE FRONT BHD.	500" Dia.	HEIGHT OF COAMING	3470" L.
2	" " " " " " AFTER " " " "	600" " " " "	" " " "	3000 " "
2	BEHIND FORECASTLE BHD.	405" Dia.	HEIGHT OF COAMING	3470" L.

of Air Pipes in exp'd positions on freeboard, raised quarter, or superstructure decks :-

6 COMBINED AIR+FILLING PIPES 90" $\frac{1}{2}$ DIA, 700" HEIGHT.	- 27 5
2 " " " " 90 " " " 650 " " " "	- 28 5
2 " " " " 75 " " " 650 " " " "	- 28 5
2 AIR PIPES 50" $\frac{1}{2}$ DIA, 650" HEIGHT.	- 25 5
2 " " 50 " " 620 " " " "	- 24 5
2 GOOSENECK AIR PIPES 100" $\frac{1}{2}$ DIA, 650" HEIGHT.	- 26 9
2 " " + SOUNDING PIPES 110" $\frac{1}{2}$ DIA, 700" HEIGHT.	- 27 5



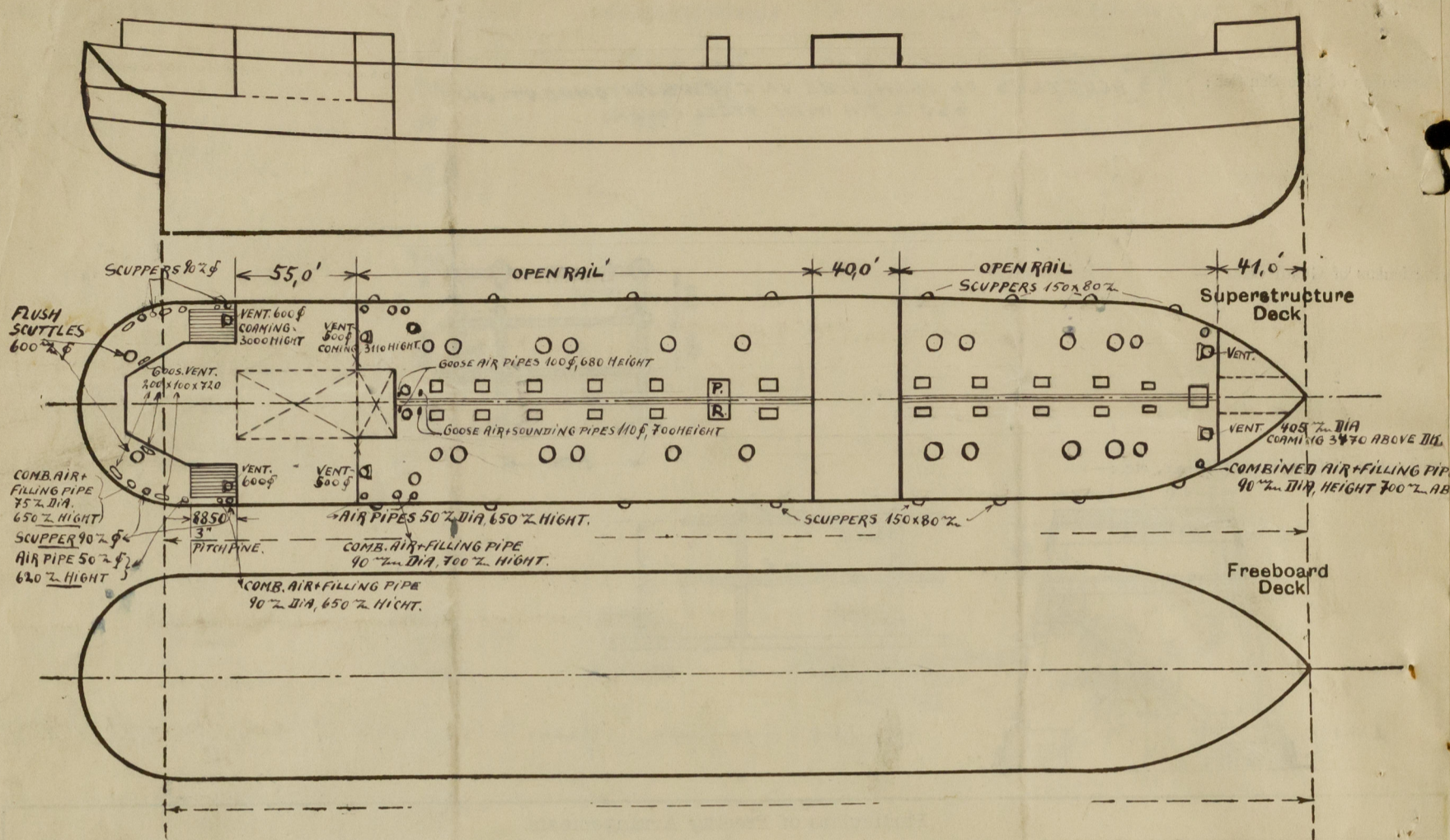
Height of roadway spacing of supports if any for raft. facing

open rail.

ENCLOSED BY AFTER BRIDGE

... PART BKD. WITHOUT OPENINGS. *Open Forecastle*

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:—

Builder's name and yard number *PALMERS' CO. LTD. No 1000.*

Names of sister ships *J. A. MOVINCKEL. HEINRICH V. RIEDEMANN.*

Owners *BALTISCH-AMERIKANISCHE PETROLEUM IMPORT G.M.B.H., HANZIG.*

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