

4 DEC 1950

Index No. 42614  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

Ship's Name <b>JRLAND</b>	Official Number	Nationality and Port of Registry <b>DENMARK. COPENHAGEN.</b>	Gross Tonnage <b>10000</b>	Date of Build <b>1950.</b>	Port of Survey <b>Hamburg.</b>
Moulded Dimensions: Length <b>151.235</b> Breadth <b>20.42</b> Depth <b>10.41</b>					Date of Survey <b>29st Novemb. 1950.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>8,895 m. 21062 tons</b>					Surveyor's Signature <b>Frider. Olsen.</b>
Coefficient of fineness for use with Tables <b>0.76</b>					Particulars of Classification <b>+100A1.</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>10.41</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>8.33(10.432 - 10.083) 30 = + 87</b>	Moulded Breadth (B) <b>20.42</b>
Stringer plate ... .. <b>0.0215</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>3.47</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{20.42 \times 12}{50} = 4.90$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>/</b>	Ship's Round of Beam = <b>4.10</b>
Depth for Freeboard (D) = <b>10.4315</b>		Difference <b>+ 2</b>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{2}{4} \times 5710 = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equis</i> ...	<b>37.287</b>	<b>37.287</b>	<b>2.44</b>	<b>/</b>	<b>37.287</b>
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..	<b>10.480</b>	<b>10.480</b>	<b>2.21</b>	<b>/</b>	<b>10.480</b>
Bridge enclosed <i>Equis</i> ...	<b>11.62</b>	<b>10.480</b>	<b>2.21</b>	<b>/</b>	<b>10.480</b>
„ overhang aft ... ..	<b>0.85</b>				
„ overhang forward ...	<b>0.85</b>				
F'cle enclosed ... ..	<b>17.11</b>	<b>17.110</b>	<b>2.29</b>	<b>/</b>	<b>17.110</b>
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ...					
„ „ forward ... ..					
Total ... ..	<b>64.877</b>	<b>64.877</b>			<b>64.877</b>

Standard Height of Superstructure **2290**

„ „ R.Q.D. **/**

Deduction for complete superstructure **1067**

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

„ „  $\frac{S_1}{L} =$  **42.90**

„ „  $\frac{E}{L} =$

Percentage from Table, Line A. **TANKER** **33.90**  
(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 .3390 = - 362**

SHEER CORRECTION.							
Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ... ..	<b>1514</b>	<b>1</b>	<b>1514</b>	<b>1.525</b>	<b>1525</b>	<b>1</b>	<b>1525</b>
$\frac{1}{8}L$ from A.P. ... ..	<b>673</b>	<b>4</b>	<b>2692</b>	<b>0.672</b>	<b>672</b>	<b>4</b>	<b>2688</b>
$\frac{2}{8}L$ „ ... ..	<b>168</b>	<b>2</b>	<b>336</b>	<b>0.168</b>	<b>168</b>	<b>2</b>	<b>336</b>
Amidships ... ..	<b>/</b>	<b>4</b>	<b>/</b>	<b>0</b>	<b>/</b>	<b>4</b>	<b>/</b>
$\frac{3}{8}L$ from F.P. ... ..	<b>336</b>	<b>2</b>	<b>672</b>	<b>0.342</b>	<b>342</b>	<b>2</b>	<b>684</b>
$\frac{4}{8}L$ „ ... ..	<b>1345</b>	<b>4</b>	<b>5380</b>	<b>1.344</b>	<b>1344</b>	<b>4</b>	<b>5376</b>
F.P. ... ..	<b>3028</b>	<b>1</b>	<b>3028</b>	<b>3.031</b>	<b>3031</b>	<b>1</b>	<b>3031</b>
Total ... ..			<b>13622</b>				<b>13640</b>

Mean actual sheer aft = **1.525**  
Mean standard sheer aft = **1.525**

Mean actual sheer forward = **0.672**  
Mean standard sheer forward = **0.672**

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

„ „ aft of „ = **L**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{18}{18} \times (.75 - .2145) = -1.1$   
If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient <b>1.36</b>
Depth to Freeboard Deck = <b>10432</b>	$\Delta =$ <b>19925</b> to <b>10164</b>	Depth Correction ... .. <b>87</b>
Summer freeboard = <b>2055</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... .. <b>362</b>
Moulded draught (d) = <b>8377</b>	T = <b>67.2</b> tons/inch.	Sheer correction ... .. <b>1</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = <b>175</b> m/m.	Deduction = $\frac{\Delta}{40 T}$ inches = <b>7.41</b> inches	Round of Beam correction ... .. <b>/</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>175 + 124 = 299 = 300</b>	= <b>188</b> m/m	Correction for Thickness of Deck amidships ... .. <b>/</b>
	= <b>190</b> m/m.	Other corrections, scantlings, etc. ... .. <b>/</b>
		Summer Freeboard = <b>2053</b> m/m.

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

Tropical Fresh Water Line above Centre of Disc	365 m/m
Fresh Water Line	190 m/m
Tropical Line	175 m/m
Winter Line below	175 m/m
Winter North Atlantic Line	300 m/m

Tropical Fresh Water Freeboard	1690
Fresh Water	1865
Tropical	1880
Winter	2230
Winter North Atlantic	2355



# IRELAND.

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.

$$\begin{array}{rcl} \text{Poop at side} & = & 36.070 \\ + \frac{2}{3} \times 1.825 & = & \underline{1.217} \\ \hline & & 37.287 = \text{Equiv. length.} \end{array}$$

$$\begin{array}{rcl} \text{Bridge at side} & = & 8.09 \\ + \frac{2}{3} \times 3.59 & = & \underline{2.39} \\ \hline & & 10.48 = \text{Equiv. length.} \end{array}$$

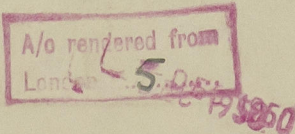
Trade of ship International.

Names of sister ships "Unwa Granada" yard No. 181. "Skandinavia" yard No. 231.

Builder's name and yard number Deutsche Werft, A. G. Hamburg. yard No. 235.

Owners Act Dansk - Fransk Samskibs.

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