

24 JUN 1947

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name 1/3 "FEROCIA"	Official Number	Nationality and Port of Registry NETHERLAND OVERSCHIE	Gross Tonnage 399.	Date of Build 1947	Port of Survey GRONINGEN
Moulded Dimensions: Length 43.50 Breadth 8.00 Depth 3.22					Date of Survey 20-6-47
Moulded displacement at moulded draught = 85 per cent. of moulded depth 693 1/3 tons					Surveyor's Signature L. H. W. H. W. H.
Coefficient of fineness for use with Tables 728					Particulars of Classification 100A1 CLASS CONTEMPLATED

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 3.220	(a) Where D is greater than Table depth (D - Table depth) R = 98.4 (3.229 - 2.900) 10.984 = +30.4	Moulded Breadth (B) 8.000
Stringer plate ...	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 160
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 200
Depth for Freeboard (D) = 3.229		Difference = 40
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{40^2}{4} \times \left(1 - \frac{1.830}{43.50} \right) = 2.276 = -2.276$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	10.50	10.500	2.083		10.500
" overhang ...					
R.Q.D. enclosed ...	16.50	16.500	8.00	8.00/998	13.126
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ...	6.600	6.600	2.000		6.600
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	33.600	33.600			30.326

Standard Height of Superstructure **1.830 m.**

" " R.Q.D. **998 m.**

Deduction for complete superstructure **515 m.**

Percentage covered $\frac{S}{L} = 77.24$

" " $\frac{S_1}{L} = 77.24$

" " $\frac{E}{L} = 69.71$

Percentage from Table, Line A. **62.51**

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. **62.51**

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $515 \times 62.51 = 322 \text{ m.}$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	616	1		616	996	996	1		996
1/4 L from A.P. ...	274	4		1096	480	480	4		1920
1/2 L " ...	68	2		136	140	140	2		280
Amidships ...		4			0		4		
3/4 L from F.P. ...	137	2		274	250	250	2		500
1/4 L " ...	548	4		2192	747	747	4		2988
F.P. ...	1232	1		1232	1580	1580	1		1580
Total ...				5546					8264

Mean actual sheer aft = **> 1**

Mean standard sheer aft = **> 1**

Mean actual sheer forward = **> 1**

Mean standard sheer forward = **> 1**

Length of enclosed superstructure forward of amidships = **1207**

" " aft of " = **5**

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{2718 - 3862}{18} = -55$

If limited on account of midship superstructure. $55 \times \frac{80}{998} = 4.4 \text{ m.}$

If limited to maximum allowance of 1 1/2 ins. per 100 ft. —

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 4.029 Summer freeboard = 850 Moulded draught (d) = 3.179 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} = \frac{3.179}{48} = 66.2 \text{ mm} = 7 \text{ cm.}$ Addition for Winter North Atlantic Freeboard (if required) = $66 + 51 = 117 = 12 \text{ cm.}$	Deduction for Fresh Water. Displacement in salt water at summer load water line 815 M³ Tons per inch immersion at summer load water line 2.91 M³ Deduction = $\frac{\Delta}{40 T} = \frac{815}{40 \times 2.91} = 7 \text{ cm.}$	TABULAR FREEBOARD corrected for Fresh Deck (if required) 370 Correction for coefficient 728 + 68 = 1408 <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td>30</td><td></td></tr> <tr> <td>Deduction for superstructures</td><td></td><td>322</td></tr> <tr> <td>Sheer correction</td><td></td><td>44</td></tr> <tr> <td>Round of Beam correction</td><td></td><td>2</td></tr> <tr> <td>Correction for Thickness of Deck amidships</td><td>800</td><td></td></tr> <tr> <td>Other corrections, scantlings, etc.</td><td></td><td></td></tr> <tr> <td></td><td>830</td><td>368</td></tr> <tr> <td>Summer Freeboard</td><td></td><td>845</td></tr> </table>		+	-	Depth Correction	30		Deduction for superstructures		322	Sheer correction		44	Round of Beam correction		2	Correction for Thickness of Deck amidships	800		Other corrections, scantlings, etc.				830	368	Summer Freeboard		845
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel Deck :-

Tropical Fresh Water Line above Centre of Disc	7 cms.
Fresh Water Line	"
Tropical Line	"
Winter Line	below
Winter North Atlantic Line	"

Tropical Fresh Water Freeboard	78
Fresh Water	78
Tropical	85 (LIMITED)
Winter	92 cms
Winter North Atlantic	97

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.

Trade of ship SEA GOING TRADE

Names of sister ships _____

Builder's name and yard number N.V. SCHEEPS WERF "VOORUITGANG" ^T YARD NO 160.

Owners C. MINNAAR AT O. VERSCHIE

Fee £ fl. 85.-



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Foundation