

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, ~~SLIPPERY SHIP, LONDON~~)

Received 12 MAR 1956
 Index No. 46242
 Govt. Copy
 Owners C11

Ship's Name "MILIANA"	Official Number ✓	Nationality and Port of Registry FRENCH MARSEILLES	Gross Tonnage 1133.07	Date of Build 1956 APRIL	Port of Survey BREMEN
Moulded Dimensions: Length 78.50 M Breadth 11.60 M Depth 23.42' SHELTER DK 257.55' 38.062' 15.166' FREEBOARD DK 4.623 M					Date of Survey WHILST BUILDING
Freeboard Length 257.55' TO CENTRE OF RUDDER STOCK					Surveyor's Signature J. A. Blyth
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 40 SH. DK 3720 (70 FBD. DK 2160) M3					Particulars of Classification 100 A1 STRENGTHENED FOR NAVIGATION IN ICE
Coefficient of fineness for use with Tables .688 (Actual 1.604)					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	15.17	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	
Stringer plate	30"			Standard Round of Beam = $\frac{B \times 12}{50}$	9.13
Wood Sheathing on exposed deck	2 1/2"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	9.055 at Sh. DK
$T \left(\frac{L-S}{L} \right) =$		(17.17-15.20) 1.981 = -3.90		Difference	1/16 at Fbd DK
Depth for Freeboard (D) =	15.20	If restricted by superstructures		Restricted to	9.13
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right)$	$\frac{9.13}{4} \times .0078 = +.02$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Poop enclosed	72.00	72.00	8.575		72.00
" overhang	-	-	-		-
B.Q.D. enclosed	-	-	-		-
" overhang	-	-	-		-
Bridge enclosed	181.55	181.55	8.251		181.55
" overhang aft	-	-	-		-
" overhang forward	-	-	-		-
P'ele enclosed	-	-	-		-
" overhang	-	-	-		-
Trunk aft	-	-	-		-
" forward	-	1/2 diff	-		-
Tonnage opening aft	4.00	2.00	8.549		2.00
" forward	-	-	-		-
Total	257.55	255.55			255.55

Standard Height of Superstructure **6.076**

" " R.Q.D. **31.76**

Deduction for complete superstructure **31.76**

Percentage covered $\frac{S}{L} = 100$

" " $\frac{S}{L} =$ } **99.22**

" " $\frac{E}{L} =$ } **99.04**

Percentage from Table, Line A. & B **99.04**

(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 = **31.76 x .9904 = 31.45**

NO DESIGNED TRIM

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	35.76	1	35.76	26.10	25.75	51.85	1	51.85	
1/4 from A.P.	15.91	4	63.64	9.50	23.07	92.28	4	92.28	
1/2 " "	3.93	2	7.86	2.25	5.70	11.40	2	11.40	
Amidships	0	4	0	0	0	0	4	0	
3/4 from A.P.	7.87	2	15.74	5.15	9.91	19.82	2	19.82	
1/4 " "	31.82	4	127.28	23.00	40.09	160.36	4	160.36	
F.P.	71.51	1	71.51	64.00	90.10	90.10	1	90.10	
Total			321.79	426.10		425.81			

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{104.02}{18} (75 - .50) = -1.44$

If limited on account of midship superstructure.

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Actual Tween Dk Ht = **8.251**

Standard " = **6.076**

2.175 = 26.10

} Excess

} C.S.S./T.O.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **15.41**

Summer freeboard = **.37**

Moulded draught (d) = **15.04**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches = **3.76" = 96 mm.**

Addition for Winter North Atlantic Freeboard (if required) = **3.76 + 2 = 5.76" = 146 mm**

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta =$ **2647**

Tons per inch immersion at summer load water line $T =$ **17.5**

Deduction = $\frac{\Delta}{40 T}$ inches = **3.78"**

= **96 mm**

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient **NIL**

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

	+	-
Depth Correction	-	3.90
Deduction for superstructures	-	31.45
Sheer correction	-	1.44
Round of Beam correction	.02	-
Correction for Thickness of Deck amidships	2.50	-
Other corrections, scantlings, etc.	-	-
	2.52	36.79
Summer Freeboard		- 34.27
		- 0.38"

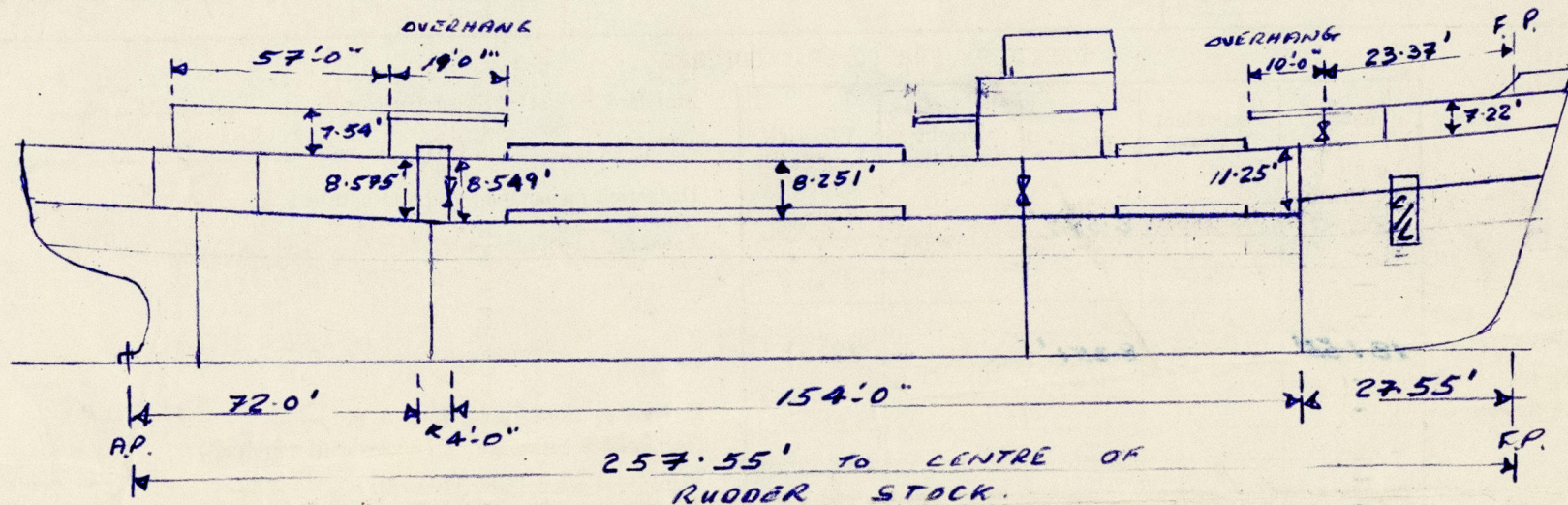
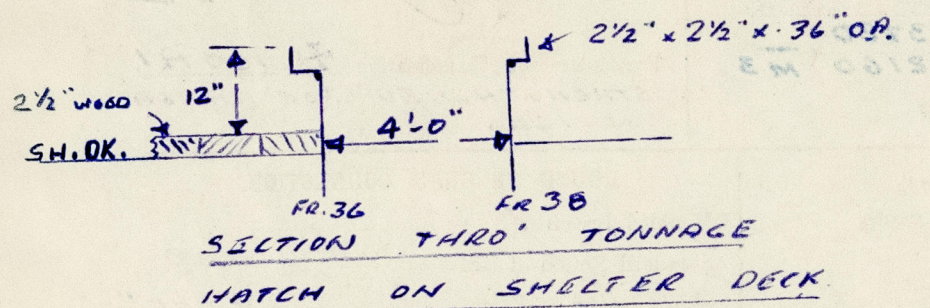
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Deck :-

Tropical Fresh Water Line above Centre of Disc	96 mm	Tropical Fresh Water Freeboard	18 mm
Fresh Water Line	96	Fresh Water	18 mm
Tropical Line	NIL (LIMITED)	Tropical	114 mm (LIMITED)
Winter Line below	96	Winter	210 mm
Winter North Atlantic Line	146	Winter North Atlantic	260 mm

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.

FULL DISPLACEMENT (INCLUDING SHELL AND APPENDAGES)
IN SALT WATER

14'-0" DRAUGHT = 2430 TONS, T.P.I. = 17.5
14'-6" " = 2535 TONS, T.P.I. = 17.5
15'-0" " = 2640 TONS, T.P.I. = 17.5



SKETCH SHOWING DIMENSIONS OF
DECKHOUSES ETC.

Trade of ship

INTERNATIONAL "CARGO"

Names of sister ships

"BALTIC CLIPPER" (ROLANDWERFT YARD NO 851), "VILLEGAS"
(ROLANDWERFT YARD NO 853) SIMILAR EXCEPT FOR WOOD SHEATHING ON FREEBOARD
AND SHELTER DECKS AND WT. DOORS IN SHIPS SIDES.

Builder's name and yard number

ROLANDWERFT G.M.B.H. BREMEN, YARD NO 857

Owners

CIE. NOUVELLE DE NAVIGATION BUSCK S/A MARSEILLES,
FRANCE.

Fee £

TO BE CHARGED
WITH FIRST ENTRY.

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

PROFILE AND D



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Foundation