

16 AUG 1955

No 39983

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
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Ship's Name <u>SS. MAASKERK</u> <u>EX. TRANQUEBAR</u> <u>MADONKA</u>	Official Number "	Nationality and Port of Registry <u>DUTCH</u> <u>LIBERIAN</u> <u>SARAVENHAGE</u> <u>MONROVIA</u>	Gross Tonnage <u>7715</u>	Date of Build <u>1945</u>	Port of Survey <u>Rotterdam</u>
Moulded Dimensions: Length <u>139.20 m</u> Breadth <u>18.90 m</u> Depth <u>4.582 m</u>					Date of Survey <u>July 1955</u>
Freeboard Length <u>133.20 m</u>					Surveyor's Signature <u>[Signature]</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <u>17070 m³</u> tons					Particulars of Classification <u>+100A1</u>
Coefficient of fineness for use with Tables <u>.689</u>					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>4.582 m</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>8.33(11.606-8.880)30 = +681 mm</u>	Moulded Breadth (B) <u>18.90 m</u>
Stringer plate <u>0.24 m</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{18.90 \times 12}{50} = 4.536$
Wood Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam <u>Equine</u> <u>2900 mm</u> <u>378</u>
$T \left(\frac{L-S}{L} \right) =$		Difference <u>229</u>
Depth for Freeboard (D) = <u>11.606 m</u>		Restricted to <u>9450 mm</u>
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) = \frac{229}{4} \times 0.8011 = +46$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	<u>26.5 m</u>	<u>26.50</u>	<u>2.743 m</u>	<u>-</u>	<u>26.50</u>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<u>26.50</u>	<u>26.50</u>			<u>26.50</u>

Standard Height of Superstructure 2.29 m

" " R.Q.D. 1067 mm

Deduction for complete superstructure 1067 mm

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

" " $\frac{S_1}{L} =$ 19.89

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

Percentage from Table, Line A. 9.95

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 9.95

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 1067 x .0995 = -106 mm

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>1363</u>	<u>1</u>	<u>1363</u>	<u>1683</u>	<u>1363</u>	<u>1</u>	<u>1363</u>	<u>1</u>	<u>1363</u>
$\frac{1}{2}$ L from A.P.	<u>606</u>	<u>4</u>	<u>2424</u>	<u>818</u>	<u>606</u>	<u>4</u>	<u>2424</u>	<u>4</u>	<u>2424</u>
$\frac{2}{3}$ L "	<u>151.5</u>	<u>2</u>	<u>303</u>	<u>32</u>	<u>151.5</u>	<u>2</u>	<u>303</u>	<u>2</u>	<u>303</u>
Amidships	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>4</u>	<u>0</u>
$\frac{2}{3}$ L from F.P.	<u>303</u>	<u>2</u>	<u>606</u>	<u>0</u>	<u>303</u>	<u>2</u>	<u>606</u>	<u>2</u>	<u>0</u>
$\frac{1}{2}$ L "	<u>1212</u>	<u>4</u>	<u>4848</u>	<u>521</u>	<u>1212</u>	<u>4</u>	<u>4848</u>	<u>4</u>	<u>2084</u>
F.P.	<u>2727</u>	<u>1</u>	<u>2727</u>	<u>1220</u>	<u>2727</u>	<u>1</u>	<u>2727</u>	<u>1</u>	<u>1220</u>
Total			<u>12271</u>						<u>7394</u>

Mean actual sheer aft = Excess

Mean standard sheer aft = Excess

Mean actual sheer forward = Deficient

Mean standard sheer forward = Deficient

Length of enclosed superstructure forward of amidships = NIL

" " aft of " = NIL

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{4877(.75 - .0995)}{18} = +176 \text{ mm}$

If limited on account of midship superstructure. .6505 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 11.606

Summer freeboard = 2.920

Moulded draught (d) = 8.686

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48}$ inches = 18.8 = 18 cm

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta =$ 14910 tons

Tons per inch immersion at summer load water line $T =$ 20.1

Deduction = $\frac{\Delta}{40 T}$ inches = 185.5 mm = 19 cm

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction 681

Deduction for superstructures -106

Sheer correction 176

Round of Beam correction 46

Correction for Thickness of Deck amidships -

Other corrections, scantlings, etc. -

+	-
<u>681</u>	<u>-106</u>
<u>176</u>	<u>-</u>
<u>46</u>	<u>-</u>
<u>-</u>	<u>-</u>
<u>-</u>	<u>-</u>
<u>903</u>	<u>106</u>
Summer Freeboard = <u>2921</u>	

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

Tropical Fresh Water Line above Centre of Disc ... 37 cm 14 1/2"

Fresh Water Line " " ... 19 cm 7 1/2"

Tropical Line " " ... 18 cm 7"

Winter Line below " " ... 18 cm 7"

Winter North Atlantic Line " " ... Not Required

Tropical Fresh Water Freeboard ... 255 10 1/4"

Fresh Water " " ... 273 10 7/8"

Tropical " " ... 274 10 7/8"

Winter " " ... 312 12 1/4"

Winter North Atlantic " " ... Not Required

Mao's kerk.

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.

Freeboard assigned by A.B.S.
Centre of disc 9'7" below steel upper deck

Round of Beam

$$\begin{array}{r} 5.8 \times 152 = 882 \\ 13.1 \times 152 = 996 \\ \hline 1878 \end{array}$$

$$\frac{1878}{18.9} \times 1.5 = \underline{\underline{149 \text{ mm}}} = \text{Equiv.}$$

Trade of ship

Ocean

Names of sister ships

Standard type U.S. V.C. 2-5. A.P. 2 vessels

Builder's name and yard number

Bethlehem Fairfield Shipyard Inc. Baltimore Md.

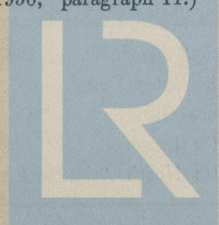
Owners

N.V. Verenigde Nederlandsche Scheepvaartmaatschappij

Fee &

fl 200.-
Exp fl. 6.50

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



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