

12 JUN 1936

31134

Index. No. (For London Office only.)

Rpt. C.11.

— Timber —
Lloyd's Register of Shipping.
TIMBER
SURVEYS FOR FREEBOARD.

Computation of Freeboard for <u>M.S.</u> <u>Steamer</u> , Sailing Ship, Tanker					Port of Survey <u>Kobe</u>
having <u>Poof Bridge & Forecastle</u>					Date of Survey <u>14 16 18 May 1936</u>
(Type of Superstructures.)					Name of Surveyor <u>Wm. Parker</u>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>+100 A 1</u>
<u>FALSTERBO</u>	<u>Swedish</u> <u>KRISTINEHAMN</u>	<u>7226</u>	<u>4085</u>	<u>1925-9</u>	
Moulded Dimensions: Length <u>350'</u> Breadth <u>50'6"</u> Depth <u>28'</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth					tons
Coefficient of fineness for use with Tables <u>.787</u>					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth 28.00	(a) Where D is greater than Table depth (D - Table depth) R = (28.03 - 23.33) 2.692 = +12.65 ✓		Moulded Breadth (B)	
Stringer plate03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓		Standard Round of Beam = $\frac{B \times 12}{50} =$	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	✓	If restricted by superstructures ✓		Ship's Round of Beam =	
Depth for Freeboard (D) = 28.03 ✓				Difference	
				Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = -0.05 ✓$	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poof enclosed ...	30.67		8.5		
" overhang ...	0.25				
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	114.83		8.5		
" overhang aft ...	2.25				
" overhang forward ...	2.25				
F'cle enclosed ...	31.75		8.5		
" overhang ...	2.75				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...					

Standard Height of Superstructure	7.00 ✓
" " R.Q.D.	✓
Deduction for complete superstructure	38.67 ✓
Percentage covered $\frac{S}{L} =$	52.78 ✓
" " $\frac{S_1}{L} =$	52.27 ✓
" " $\frac{E}{L} =$	52.27 ✓
Percentage from Table, Line A. Timber.	70.67 ✓
(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 =	38.67 x .7067 = -27.32 ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...		1					1		
$\frac{1}{6}$ L from A.P. ...		4					4		
$\frac{2}{6}$ L " ...		2					2		
Amidships ...		4					4		
$\frac{2}{6}$ L from F.P. ...		2					2		
$\frac{1}{6}$ L " ...		4					4		
F.P. ...		1					1		
Total ...									

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = -.68 ✓$

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.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 9706$ Tons per inch immersion at summer load water line $T = 36.78$ Deduction = $\frac{\Delta}{40 T}$ inches = 6.60 = 168 m/m.	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient = $\frac{.787 + .68}{1.36} = \frac{1.467}{1.360} ✓$ Depth Correction 12.65 ✓ Deduction for superstructures -27.32 ✓ Sheer correction -68 ✓ Round of Beam correction -05 ✓ Correction for Thickness of Deck amidships - Other corrections, scantlings, etc. - 12.65 28.05 -15.40 Summer Freeboard = 45.54 = 1157 m/m	56.50 60.94 ✓ 81.6 17.636
Depth to Freeboard Deck = 28.03 Summer freeboard = 3.79 Moulded draught (d) = 24.24 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.06 = 154 m/m Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} = 8.08 = 205 m/m$			

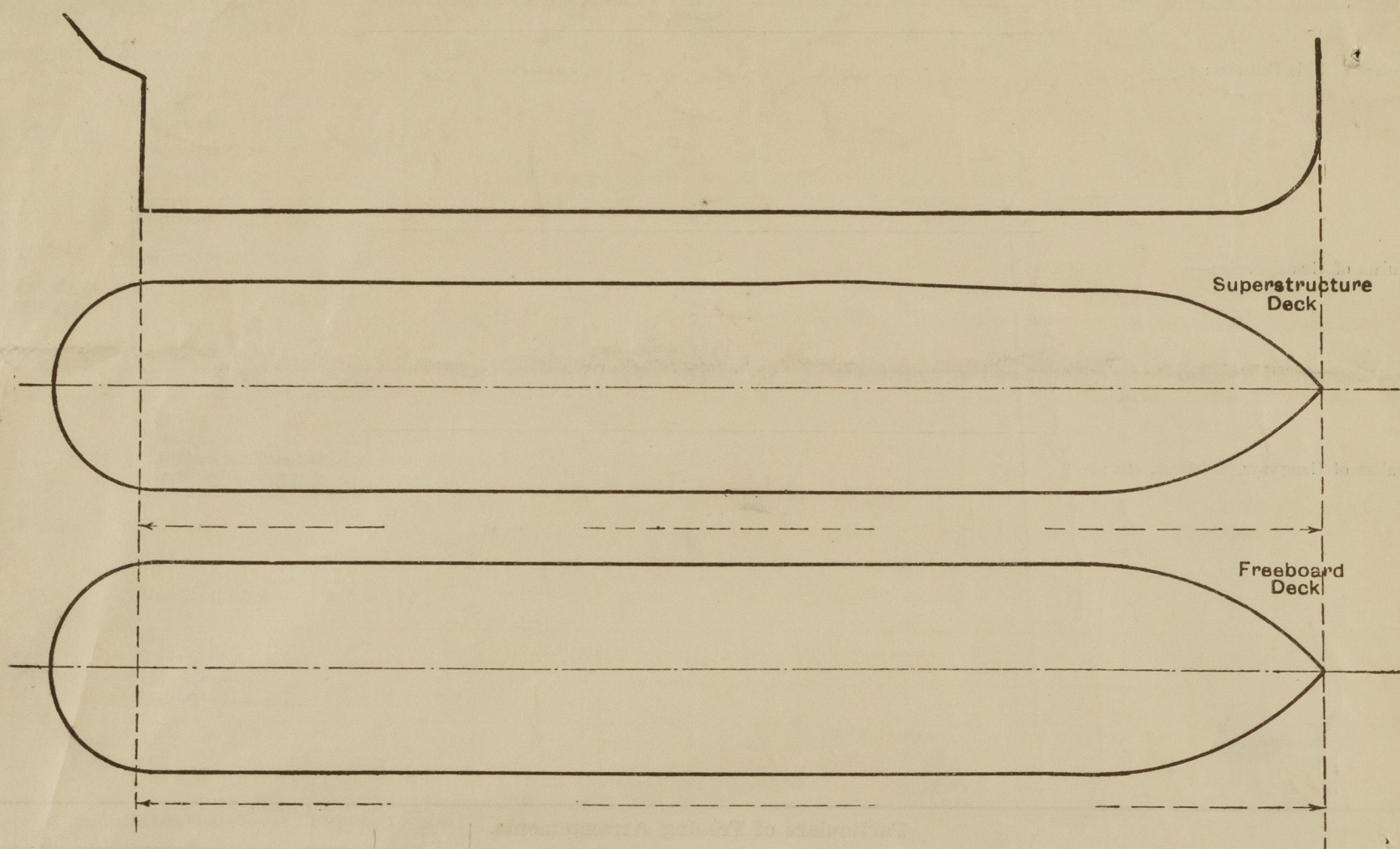
Timber	SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-	1157 m/m
Timber	Tropical Fresh Water Line above Centre of Disc/ 6.40 m/m	835
"	Fresh Water Line " " 4.36 " "	989
"	Tropical Line " " 4.72 " "	1003
"	Winter Line below above " " 1.13 " "	1362
"	Winter North Atlantic Line below " " 1.47 " "	1622
"	Summer above 318 " "	

26 JUN 1936

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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:—

This vessel now surveyed for Timber Freeboards in accordance with Secretary's cables instructions.

Eye plates for lashing have been riveted to the sheerstrake, not more than 10' apart and 6 feet from fore and aft bulkheads. At the bridge end bulkhead, within 6 feet thereof, there is a strong mooring port riveted to bulwark and doubling plate, both riveted to sheerstrake. The master stated that the chains for lashings are passed through these ports & secured thereto: this arrangement was accepted as an efficient substitute for the end eye plates. Additional eye plates are fitted on stringer plates.

Sockets for upright stanchion span not more than 10' apart have now been fitted.

Strong bulwarks 60" high with stanchions about 54" spacing at main beams are fitted.

Trussing ports are open.

Steering gear is hydro-electric operated by telemotor & by hand from poop. Two separate electric motors are fitted. Final emergency gear is by tackle to the rudder. All telemotor leads are under the deck.

All d.b. tanks are divided on the middle line except nos 1 & 6.

Timber Freeboard marks have been cut in & verified: In Verification form herewith.

Builder's name and yard number

Names of sister ships

Owners

Fee £

Received by me



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