

09 JAN 1951

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <u>"POLLUX"</u>	Official Number <u>/</u>	Nationality and Port of Registry <u>Dutch</u> <u>Groningen</u>	Gross Tonnage <u>1951</u>	Date of Build <u>1951</u>	Port of Survey <u>Rotterdam</u>
Moulded Dimensions: Length <u>43.00 m</u> Breadth <u>7.70 m</u> Depth <u>3.20 m</u> To Cr. of Rubber Stock.				Date of Survey <u>January 1951</u>	Surveyor's Signature <u>W. J. J. J. J.</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>636 m³</u>				Particulars of Classification <u>100 A 1</u>	
Coefficient of fineness for use with Tables <u>.706</u>					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	3.200	(a) Where D is greater than Table depth (D - Table depth) R = <u>3.208 - 2.867 = + 341</u>		Moulded Breadth (B)	<u>7.700 mm</u>
Stringer plate	0.008	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<u>154</u>
Sheathing on exposed deck				Ship's Round of Beam	<u>155</u>
$T \left(\frac{L-S}{L} \right) =$				Difference	<u>41</u>
Depth for Freeboard (D) =	<u>3.208</u>	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right)$	<u>$\frac{41}{4} \times 5625 = 6 mm$</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) m	Equivalent Enclosed Length (S ₁) m	Height mm	Height Correction	Effective Length (E) m
Roop enclosed	12.100	12.100	1900		12.100
" overhang	0.030	0.015	1900		0.015
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
File enclosed	6.700	6.700	1950	1855	6.700
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	18.830	18.815			18.815

Standard Height of Superstructure 1830 mm

" " R.Q.D. 511

Deduction for complete superstructure 511

Percentage covered $\frac{S}{L} = 43.79$

" " $\frac{S_1}{L} = 43.75$

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

Percentage from Table, Line A. 26.68

(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 = 26.68 511 = 136 mm

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate mm	Effective Ordinate	S M	Product
A.P.	612	1	612	640	640	1	640
$\frac{1}{2}L$ from A.P.	272	4	1088	280	280	4	1120
$\frac{3}{4}L$ "	68	2	136	85	85	2	170
Amidships	0	4	0	0	0	4	-
$\frac{3}{4}L$ from F.P.	136	2	272	135	135	2	270
$\frac{1}{2}L$ "	544	4	2176	560	560	4	2240
F.P.	1224	1	1224	1260	1260	1	1260
Total			5508				5700

Mean actual sheer aft = Exen.

Mean standard sheer aft = Exen.

Mean actual sheer forward = Exen.

Mean standard sheer forward = Exen.

Length of enclosed superstructure forward of amidships = NIL

" " aft of " = NIL

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{192}{18} \times (.75 - .2189) = -6 mm$

If limited on account of midship superstructure. Yes. Nil.

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.

Depth to Freeboard Deck = 3.208Summer freeboard = 2.260Moulded draught (d) = 2.948

Deduction for Tropical freeboard and addition for

Winter freeboard = 48 inches = 61 mm = 6 c.m.

Addition for Winter North Atlantic Freeboard (if

required) = 61 + 51 = 112 mm = 11 c.m.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 693

Tons per inch immersion at summer load water line

T = 2.93Deduction = $\frac{\Delta}{40 T}$ inches= 59 mm= 6 c.m.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$$\frac{.706 + .68}{1.36} = \frac{1.386}{1.36}$$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

365 mm

372 mm

Summer Freeboard = 261 mm

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

Tropical Fresh Water Line above Centre of Disc	12 c.m.
Fresh Water Line	6 c.m.
Tropical Line	6 c.m.
Winter Line below	6 c.m.
Winter North Atlantic Line	11 c.m.

Tropical Fresh Water Freeboard	26 c.m.
Fresh Water	14 c.m.
Tropical	20 c.m.
Winter	20 c.m.
Winter North Atlantic	32 c.m.
	37 c.m.

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

unrestricted

Names of sister ships

—

Builder's name and yard number

N.V. Scheepswerf "Loxhol" 1/2 Gebrs. Muller ; 88

Owners

Gebrs. B. & K. Pronk.

Fee

142.00



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Foundation