

SIMILAR SHIPS
35561
35541
Rpt. C.11 (Comp.).
ROSALIA
REBECA

DUTCH GOVERNMENT
COPY WRITTEN

Index. No. 35353
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER~~, ~~SAILING SHIP~~, TANKER.)

Ship's Name <i>"Lafaela"</i>	Official Number	Nationality and Port of Registry <i>Dutch Willemstad</i>	Gross Tonnage	Date of Build <i>1938</i>	Port of Survey <i>Glasgow</i>
Moulded Dimensions: Length <i>102.10 M.</i> Breadth <i>17.07</i> Depth <i>4.508</i>					Date of Survey <i>while building</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>5565 m³</i>					Surveyor's Signature <i>ROBT. DUNSMUIR</i>
Coefficient of fineness for use with Tables <i>.833</i>					Particulars of Classification <i>+100A1 (carrying petroleum in bulk) contemplated</i>

Depth for Freeboard (D).		Depth correction.	Round of Beam correction.
Moulded depth	<i>4.508</i>	(a) Where D is greater than Table depth (D-Table depth) R = <i>✓</i>	Moulded Breadth (B) <i>17.07 M</i>
Stringer plate	<i>11</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>8.33(6.806 - 4.519) 25.78 = -491 m/m</i>	Standard Round of Beam = $\frac{B \times 42}{50} = \frac{341}{50} m/m$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures	Ship's Round of Beam = <i>356 m/m</i>
Depth for Freeboard (D) =	<i>4.519</i>		Difference <i>15 m/m excess</i>
			Restricted to
			Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{15}{4} \times 2308 = -1 m/m$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<i>27.81</i>	<i>27.81</i>	<i>2121</i>	<i>✓</i>	<i>27.81</i>
.. overhang					
R.Q.D. enclosed					
.. overhang					
Bridge enclosed					
.. overhang aft					
.. overhang forward					
Fore enclosed	<i>12.04</i>	<i>12.04</i>	<i>2121</i>	<i>✓</i>	<i>12.04</i>
.. overhang					
Trunk aft } <i>SEE OVERLEAF</i>		<i>38.68</i>	<i>2121</i>	<i>✓</i>	<i>38.68</i>
.. forward }					
Tonnage opening aft					
.. forward					
Total	<i>39.85</i>	<i>78.53</i>			<i>78.53</i>

Standard Height of Superstructure	<i>2090 m/m</i>
.. .. R.Q.D.	<i>✓</i>
Deduction for complete superstructure	<i>957 m/m</i>
Percentage covered $\frac{S}{L} =$	<i>39.03</i>
.. .. $\frac{S_1}{L} =$	<i>76.92</i>
.. .. $\frac{E}{L} =$	<i>76.92</i>
Percentage from Table, Line A. TANKER	<i>71.51</i>
(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 = <i>957' x .7151 = - 684 m/m.</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>1105</i>	<i>1</i>		<i>1105</i>	<i>451</i>	<i>451</i>	<i>1</i>		<i>451</i>
$\frac{1}{4}$ L from A.P.	<i>491</i>	<i>4</i>		<i>1964</i>	<i>3</i>	<i>3</i>	<i>4</i>		<i>12</i>
$\frac{3}{4}$ L	<i>123</i>	<i>2</i>		<i>246</i>	<i>-</i>	<i>-</i>	<i>2</i>		
Amidships		<i>4</i>			<i>-</i>	<i>-</i>	<i>4</i>		
$\frac{3}{4}$ L from F.P.	<i>245</i>	<i>2</i>		<i>490</i>	<i>-</i>	<i>-</i>	<i>2</i>		
$\frac{1}{4}$ L	<i>982</i>	<i>4</i>		<i>3928</i>	<i>117</i>	<i>117</i>	<i>4</i>		<i>468</i>
F.P.	<i>2210</i>	<i>1</i>		<i>2210</i>	<i>1359</i>	<i>1359</i>	<i>1</i>		<i>1359</i>
Total				<i>9943</i>					<i>2290</i>

Mean actual sheer aft = <i>Deficient</i>	
Mean standard sheer aft	
Mean actual sheer forward = <i>Deficient</i>	
Mean standard sheer forward	
Length of enclosed superstructure forward of amidships =	
.. .. aft of	<i>Deficient Sheer</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.5549} \right) = \frac{7653 - 1951}{18} = + 236 m/m$
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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<i>1222</i>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.833 + .68}{1.36} = \frac{1.513}{1.36}$	<i>1360</i>
Depth to Freeboard Deck = <i>4.519</i>	$\Delta = 6065$	Depth Correction	<i>491</i>
Summer freeboard = <i>420</i>	Tons per inch immersion at summer load water line	Deduction for superstructures	<i>684</i>
Moulded draught (d) = <i>4.099</i>	$T = 39.53$	Sheer correction	<i>236</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = <i>85 m/m = 9 cms.</i>	Deduction = $\frac{\Delta}{40 T}$ inches = <i>3.84 inches = 97 m/m = 10 cms.</i>	Round of Beam correction	<i>1</i>
Addition for Winter North Atlantic Freeboard (if required) = <i>85 + 84 = 169 m/m = 17 cms.</i>		Correction for Thickness of Deck amidships	<i>-</i>
		Other corrections, scantlings, etc.	<i>-</i>
		Summer Freeboard =	<i>420</i>

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

Tropical Fresh Water Line above Centre of Disc	<i>19 cms</i>	Tropical Fresh Water Freeboard	<i>23</i>
Fresh Water Line " "	<i>10</i>	Fresh Water " "	<i>32</i>
Tropical Line " "	<i>9</i>	Tropical " "	<i>33</i>
Winter Line below " "	<i>9</i>	Winter " "	<i>51</i>
Winter North Atlantic Line " "	<i>17</i>	Winter North Atlantic " "	<i>59</i>

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.

Trunk

$$5.79 \times \frac{13.69}{17.07} = 4.65$$

$$54.02 \times \frac{10.31}{17.07} = 32.63$$

$$2.44 \times \frac{9.78}{17.07} = \frac{1.40}{38.68}$$

$$\frac{10.31}{7.92} \times \frac{3.05}{5.49} = \frac{1.33}{7.92}$$

9.25

10.31

2 19.56

9.78 mean width
of forward portion.

Trade of ship.....

Names of sister ships.....

Builder's name and yard number.....

Owners.....

Fee £.....



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