

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "SAGONYA"	Official Number —	Nationality and Port of Registry <i>Norwegian Kiansand</i>	Gross Tonnage <i>7554</i>	Date of Build <i>1929</i>	Port of Survey <i>Rotterdam</i>
Moulded Dimensions: Length <i>450'-0"</i> Breadth <i>59'-0"</i> Depth <i>34'-1 1/2"</i>					Date of Survey <i>25/10, 30/10, 3/11, 6/11 1939</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <i>W. J. J. J.</i>
Coefficient of fineness for use with Tables <i>.80 (ESTIMATED)</i>					Particulars of Classification <i>*100A1</i> <i>"Carrying petroleum in bulk"</i>

Depth for Freeboard (D). Moulded depth ... <i>34.12</i> Stringer plate ... <i>2.00</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>34.18</i>	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = $(34.18 - 30.00)3 = +12.54"$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures ✓	Round of Beam correction. Moulded Breadth (B) <i>59.00'</i> Standard Round of Beam = $\frac{B \times 12}{50} = 14.16"$ Ship's Round of Beam = <i>14.17"</i> Difference <i>Excess</i> = <i>.01"</i> Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.01}{4} \times .5843 = \text{NIL}$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>97.00</i>	<i>97.00</i>	<i>7.5</i>	<i>-</i>	<i>97.00</i>
„ overhang ...	<i>4.00</i>	<i>2.00</i>			<i>2.00</i>
R.Q.D. enclosed ...					
„ overhang ...	<i>34.50</i>	<i>34.50</i>	<i>7.5</i>	<i>-</i>	<i>34.50</i>
Bridge enclosed ...	<i>35</i>				
„ overhang aft ...					
„ overhang forward ...	<i>53.55</i>	<i>53.55</i>	<i>7.5</i>	<i>-</i>	<i>53.55</i>
F'cle enclosed <i>exposed</i> ...	<i>7</i>				
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<i>189.05</i>	<i>187.05</i>			<i>187.05</i>

Standard Height of Superstructure *7.50*
 „ „ R.Q.D. ✓
 Deduction for complete superstructure *42*
 Percentage covered $\frac{S}{L} = 42.01$
 $\frac{S_1}{L} = 41.57$
 $\frac{E}{L} = 41.57$
 Percentage from Table, Line A. *Larkin 32.57*
 (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 = $42.00 \times .3257 = 13.68"$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate PLOTTED	Effective Ordinate	S	M	Product
A.P. ...	<i>55.00</i>	1		<i>55.00</i>	<i>54.00</i>	<i>54.00</i>	1		<i>54.00</i>
1/4 L from A.P. ...	<i>24.47</i>	4		<i>97.88</i>	<i>15.50</i>	<i>15.50</i>	4		<i>62.00</i>
1/2 L „ ...	<i>6.05</i>	2		<i>12.10</i>	<i>2.50</i>	<i>2.50</i>	2		<i>5.00</i>
Amidships ...	<i>-</i>	4		<i>-</i>	<i>-</i>	<i>-</i>	4		<i>-</i>
3/4 L from F.P. ...	<i>12.10</i>	2		<i>24.20</i>	<i>7.00</i>	<i>7.00</i>	2		<i>14.00</i>
1/4 L „ ...	<i>48.95</i>	4		<i>195.80</i>	<i>29.00</i>	<i>29.00</i>	4		<i>116.00</i>
F.P. ...	<i>110.00</i>	1		<i>110.00</i>	<i>109.00</i>	<i>109.00</i>	1		<i>109.00</i>
Total ...				<i>494.98</i>					<i>360.00</i>

Mean actual sheer aft = *deficient*
 Mean standard sheer aft
 Mean actual sheer forward = *deficient*
 Mean standard sheer forward
 Length of enclosed superstructure forward of amidships = *deficient*
 „ „ aft of „ = *sheer*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{134.98}{18} \times (.75 - .21) = +4.05"$
 If limited on account of midship superstructure. *.54*
 If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <i>34.18</i> Summer freeboard = <i>7.06</i> Moulded draught (d) = <i>27.12</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{27.12}{4} = 6.78 = 6 \frac{3}{4}"$ Addition for Winter North Atlantic Freeboard (if required) = $6.78 + 4.50 = 11.28 = 11 \frac{1}{4}"$	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches $\frac{4}{40} = 6 \frac{3}{4}"$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{80 + .68}{1.36} = 1.48$ Depth Correction ... <i>12.54</i> Deduction for superstructures ... <i>13.68</i> Sheer correction ... <i>4.05</i> Round of Beam correction ... Correction for Thickness of Deck amidships Other corrections, scantlings, etc. ... Summer Freeboard = <i>84.63</i>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:-

Tropical Fresh Water Line above Centre of Disc ...	<i>13 1/2"</i>	<i>342 mm</i>	Tropical Fresh Water Freeboard ...	<i>5'-11 1/4"</i>	<i>1811 mm</i>
Fresh Water Line „ „ ...	<i>6 3/4"</i>	<i>171 mm</i>	Fresh Water „ „ ...	<i>6'-6"</i>	<i>1982 mm</i>
Tropical Line „ „ ...	<i>6 3/4"</i>	<i>171 mm</i>	Tropical „ „ ...	<i>6'-6"</i>	<i>1982 mm</i>
Winter Line below „ „ ...	<i>6 3/4"</i>	<i>171 mm</i>	Winter „ „ ...	<i>7'-7 1/2"</i>	<i>2324 mm</i>
Winter North Atlantic Line „ „ ...	<i>11 1/4"</i>	<i>286 mm</i>	Winter North Atlantic „ „ ...	<i>8'-0"</i>	<i>2439 mm</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.

Trade of ship

Names of sister ships

Builder's name and yard number

C. van der Giessen & Jonen's Scheepswerven N.V. Krimpen a/d IJssel

Owners

A/s "Laguna" (H.E. Hansen - Sønder) Kiansand

Fee

216.-



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