

No. 9038

20 OCT 1932

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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Gothenburg</i>
having <i>Poop & Forecastle</i>					Date of Survey <i>18th Oct. 1932</i>
(Type of Superstructures.)					Name of Surveyor <i>N. Peth Lydersen</i>
Ship's Name <i>M/V "Capella"</i>	Nationality and Port of Registry <i>N/N "ATALATA" Swedish Copenhagen</i>	Official Number <i>7670</i>	Gross Tonnage <i>9683</i>	Date of Build <i>1930-9</i>	Particulars of Classification <i>100. A. 1.</i> <i>Carrying Petroleum in Bulk</i>
Moulded Dimensions: Length <i>474'0"</i> Breadth <i>64'</i> Depth <i>37'</i>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>22125</i> tons					
Coefficient of fineness for use with Tables <i>812</i>					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>37'00"</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(37'00" - 31'60") 3 = + 16'38"</i>	Moulded Breadth (B) <i>64'</i>
Stringer plate ... <i>06'</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 15'36"$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>16'125"</i>
Depth for Freeboard (D) = <i>37'06"</i>		Difference <i>76"</i>
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{76}{4} \times .699 = 13.27$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>101'0"</i>	<i>101'00"</i>	<i>8'</i>	<i>✓</i>	<i>101'00"</i>
" overhang ...	<i>33'</i>	<i>16'</i>		<i>✓</i>	<i>16'</i>
R.Q.D. enclosed ...	<i>✓</i>				
" overhang ...	<i>✓</i>				
Bridge enclosed ...	<i>✓</i>				
" overhang aft ...	<i>✓</i>				
" overhang forward ...	<i>✓</i>				
Forecastle enclosed ...	<i>41'5"</i>	<i>41'50"</i>	<i>8'</i>	<i>✓</i>	<i>41'50"</i>
" overhang ...	<i>None</i>				
Trunk aft ...	<i>✓</i>				
" forward ...	<i>✓</i>				
Tonnage opening aft ...	<i>✓</i>				
" forward ...	<i>✓</i>				
Total ...	<i>142'83"</i>	<i>142'66"</i>			<i>142'66"</i>

Standard Height of Superstructure *7.5*

" " R.Q.D.

Deduction for complete superstructure *42.0*

Percentage covered $\frac{S}{L} = 30.13\%$

" " $\frac{S_1}{L} = 30.10\%$

" " $\frac{E}{L} = 30.10\%$

Percentage from Table, Line A.
(corrected for absence of forecastle (if required))

Percentage from Table, Line B. Tanker *21.10%*
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = *42.00 x 21.10 = -8.86"*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>57.40</i>	<i>1</i>	<i>✓</i>	<i>57.40</i>	<i>30"</i>	<i>30.00</i>	<i>1</i>	<i>✓</i>	<i>30.00</i>
$\frac{1}{2}$ L from A.P. ...	<i>25.54</i>	<i>4</i>	<i>✓</i>	<i>102.16</i>	<i>12.44"</i>	<i>12.44</i>	<i>4</i>	<i>✓</i>	<i>49.76</i>
$\frac{2}{3}$ L " ...	<i>6.32</i>	<i>2</i>	<i>✓</i>	<i>12.64</i>	<i>2.56"</i>	<i>2.56</i>	<i>2</i>	<i>✓</i>	<i>5.12</i>
Amidships ...	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>✓</i>	<i>0</i>
$\frac{2}{3}$ L from F.P. ...	<i>12.63</i>	<i>2</i>	<i>✓</i>	<i>25.26</i>	<i>2.38"</i>	<i>2.38</i>	<i>2</i>	<i>✓</i>	<i>4.76</i>
$\frac{1}{2}$ L " ...	<i>51.09</i>	<i>4</i>	<i>✓</i>	<i>204.36</i>	<i>15.38"</i>	<i>15.38</i>	<i>4</i>	<i>✓</i>	<i>61.52</i>
F.P. ...	<i>114.80</i>	<i>1</i>	<i>✓</i>	<i>114.80</i>	<i>66"</i>	<i>66.00</i>	<i>1</i>	<i>✓</i>	<i>66.00</i>
Total ...				<i>516.62</i>					<i>217.16</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 = *✓*

" " aft of " = *✓*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{299.46}{18} (.75 - .1506) = + 9.97"$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100'

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Fresh Water (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <i>37'06"</i>	$\Delta = 19782$	Depth Correction ... <i>16'38"</i>
Summer freeboard = <i>8'87"</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>9.97"</i>
Moulded draught (d) = <i>28'19"</i>	T = <i>63.3</i>	Sheer correction ... <i>13"</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>7.05" = 179"</i>	Deduction = $\frac{\Delta}{40T}$ inches = <i>7.81" = 198"</i>	Round of Beam correction ...
Addition for Winter North Atlantic Freeboard (if required) = <i>4.74" = 120"</i>		Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard = <i>106'</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>377"</i>	Tropical Fresh Water Freeboard ...	<i>2327"</i>
Fresh Water Line " " ...	<i>198"</i>	Fresh Water " " ...	<i>2525"</i>
Tropical Line " " ...	<i>179"</i>	Tropical " " ...	<i>2812"</i>
Winter Line below " " ...	<i>179"</i>	Winter " " ...	<i>3003"</i>
Winter North Atlantic Line " " ...	<i>299"</i>	Winter North Atlantic " " ...	<i>3003"</i>

MARKING FORM

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RECEIVED

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002515-002521-0209

Capella

Particulars of fiddle, funnel and ventilator coverings:—
 coverings in fiddle top provided with hinged steel covers.
 funnel & nuts to engine spaces in good condition.

ways of Companionways :—

Particulars of Vel.

2.11.1.5 in exposed positions on freeboard and superstructure decks :—

All vents provided with woodplugs & canvas covers.

Particulars of Air Pipes in exposed

of openings above decks:—

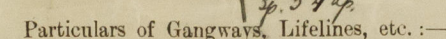
Particulars of Gangway Cargo and Coaling Ports :

None fitted.

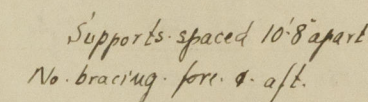
No-scupper, below freeboard deck. - Sanitary Discharge Pipes all leading from spaces above freeboard deck, are fitted with N.R. Valves.

Particulars of Side Scuttles:—
Side lights through ship's sides are filled with perun. attached, hinged, dead lights.

Part
Boo
4
1/2



Trangway as per sketch fitted from poop to fore.



State position of each freeing port ... } After Well:—
(P. and A. position and height above deck edge) } Forward Well:—
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
Additional area where sheer is less than standard.

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Bridg Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Free- board of Raised Quarter Decks ...	Hinged steel doors capable of being manup from both sides No openings
Exposed Machinery Casings on Super- structure Decks	Hinged steel doors capable of being manup from both sides.
Machinery Casings within Superstruc- ture, not fitted with Class I Closing Appliances	✓
Deck Houses on Flush Deck Ships ...	✓

