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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index. No. **33505**  
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Shelterdeck with tonnage opening aft, and Forecastle and Poop on Shelterdeck.*

EX **"GAUSDAL"** (Type of Superstructures.)

Port of Survey *New York*

Date of Survey *October 1st 1931*

Name of Surveyor *W. Bennett*

Ship's Name *EX "GULDBORG"* (No 22393 in Reg. Bk.)

Nationality and Port of Official Registry *Danish Copenhagen*

Gross Tonnage *4732*

Date of Build *1930-2*

Moulded Dimensions: Length *385'0"* Breadth *54'0"* Depth *28'0"*

Moulded displacement at moulded draught = 85 per cent. of moulded depth *10820* tons

Coefficient of fineness for use with Tables *.465*

Particulars of Classification *+ 100 H1*  
*with freeboard*

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	28'0"	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	54'0"
Stringer plate .48"	1.04	(28.04 - 25.64) x 2.962 = + 4.02		Standard Round of Beam = $\frac{B \times 12}{50}$	12.96
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	13'2"
T $\left(\frac{L-S}{L}\right)$				Difference	.54
Depth for Freeboard (D) =	28.04	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L})$	$\frac{.54}{4} \times .004 = \text{Nil}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed	30'7"	30'58"	8'6"	✓	30'58"	Standard Height of Superstructure <i>4.35</i>
" overhang	2'3"	1'12"			1'12"	" " R.Q.D. <i>✓</i>
R.Q.D. enclosed	✓					Deduction for complete superstructure <i>41.00</i>
" overhang	✓					Percentage covered $\frac{S}{L} = 100.00\%$
Bridge enclosed	347'8"	344'64"	8'6"	✓	344'64"	" " $\frac{S_1}{L} = 99.30\%$
" overhang aft	0'3½"	.22			.22	" " $\frac{E}{L} = 99.30\%$
" overhang forward						Percentage from Table, Line A. <i>✓</i>
F'cle enclosed						(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B. <i>99.14</i>
Trunk aft						(corrected for absence of forecastle (if required))
forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft	4'2½"	2'40"			2'40"	Deduction = $41.00 \times .9914 = - 40.65$
" " forward						
Total	385.00	382.29			382.29	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	48.50	1		48.50	66.62	38.80	1		38.80	Mean actual sheer aft = <i>Excess</i>
¼ L from A.P.	21.58	4		86.32	27.82	33.58	4		134.32	Mean actual sheer forward = <i>Excess</i>
½ L	5.33	2		10.66	7.47	9.02	2		18.04	Length of enclosed superstructure forward of amidships = <i>C.S.S.</i>
Amidships		4			0.42		4			" " aft of " = <i>8.50</i>
¾ L from F.P.	10.64	2		21.28	12.45	14.04	2		28.08	actual st. of tween dks. = $\frac{4.35}{1.15} = 3.78$
¾ L	43.16	4		172.64	48.88	55.11	4		220.44	Standard " " " = $\frac{12}{13.80} = .87$
F.P.	94.00	1		94.00	108.28	122.08	1		122.08	
Total				436.46		603.38			603.38	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{166.92}{18} \times (.45 - .50) = - 2.32$

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *28.04* Ft.

Summer freeboard = *2.93*

Moulded draught (d) = *25.11*

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = *6.28*

Addition for Winter North Atlantic Freeboard (if required) =

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

	+	-
Correction for coefficient		
Depth Correction	4.02	
Deduction for superstructures		40.65
Sheer correction		2.32
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	4.02	42.97
Summer Freeboard =	35.95	35.13

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

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line

Tropical Line

Winter Line

Winter North Atlantic Line

12.56" = 319 m

6.28" = 159 m

6.28" = 159 m

6.28" = 159 m

Tropical Fresh Water Freeboard *35.13* *35.07* = 0.892 meter

Fresh Water *22.57* *21.57* = 0.573 "

Tropical *28.85* *27.77* = 0.733 "

Winter *28.85* *27.77* = 0.733 "

Winter North Atlantic *41.41* *40.33* = 1.105 "

9 OCT 1931

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The scantling &amp; the vessel are suitable for the freeboard indicated

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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Sheerdeck										
Description of Hatchway	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10
Dimensions of Hatchway	26'8" x 18'0"	36'0" x 18'0"	36'0" x 18'0"	31'6" x 18'0"	31'6" x 18'0"	26'8" x 18'0"	36'0" x 18'0"	21'9" x 18'0"	31'6" x 18'0"	31'6" x 18'0"
COAMINGS	Height above Deck	36"	36"	36"	36"	36"	36"	36"	36"	36"
	Thickness Sides	44"	50"	48"	48"	44"	44"	44"	44"	44"
	Stiffeners	180 x 90 x 11	300 x 90 x 11	300 x 90 x 11	180 x 90 x 11	180 x 90 x 11	180 x 90 x 11	180 x 90 x 11	180 x 90 x 11	180 x 90 x 11
	Brackets, Stays	150 x 8	150 x 8	150 x 8	150 x 8	150 x 8	150 x 8	150 x 8	150 x 8	150 x 8
HATCH BEAMS	Number	5	7	7	6	6	5	7	4	6
	Spacing	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"
	Scantling and Sketch	15" x 35"	11 1/2" x 35"	11 1/2" x 35"	11 1/2" x 35"	11 1/2" x 35"	15" x 35"	15" x 35"	15" x 35"	15" x 35"
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	3"
FORE AND AFTERS	Number									
	Spacing									
	Unsupported Lengths									
	Scantling and Sketch									
HATCH COVERS	Material			Pine				Pine		
	Thickness			2 1/2"				2 1/2"		
	How fitted			Fore and aft				Fore and aft		
	Bearing Surface			3 at end coamings, 4 at hatch beams				3 at end coamings, 4 at hatch beams		
Spacing of Cleats	24"	24"	24"	24"	24"	18"	18"	18"	18"	18"
Number of Tarpaulins	3	3	3	3	3	2	2	2	2	2

\*Are wood fore and afters steel shod at all bearing surfaces? *Yes*  
 Are battens and wedges efficient and in good condition? *Yes*  
 Are tarpaulins in good condition and in accordance with rule requirements? *Yes*  
 Are lashings provided in accordance with rule requirements? *Yes*

*The Larnage opening is fitted with efficient temporary covers.*  
 Particulars of fiddle, funnel and ventilator coamings:— Opening in casing top to funnel for exhaust pipes from motor. 40" x 1'9 1/2"  
 Funnel .25" pl. 2'0" in height.  
 Ventilator coamings .40" pl. 5'0" in height.  
*The opening in the casing top for exhaust pipe is inside the funnel which is efficiently closed by a steel hinged door, with steel stop and wedge.*

Particulars of Flush Bunker Scuttles:—

*None.*

Particulars of Companionways:— *None. Entrance through deckhouse aft to crew's space.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

*Coamings 3'0" high. Plating 7" vents 30", 9"-32", 12"-34", 14x15"-36", 18x24"-40"*

*all ventilators are provided with wood plugs for use in emergency, or when required.*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

*all air pipes on shelter deck extend up to the underside of bulwark rail and are fitted with a patent float valve at the outlet end.  
 There are no air pipes ending on the forehand deck.*

Particulars of Gangway Cargo and Coaling Ports:— *Gangway ports on superstructure deck 1/4" bulwark, 2'11", 10" above deck.*

"Gausdal"

18-19

Particulars of Scuppers and Sanitary Discharge Pipes:— *4 1/2" scuppers from 2nd deck betw frame 14-15, 17-18, 51-52, 79-80 x 125/126 pas. ab. 1'0" below 2nd deck.*  
*4" W.C. discharge pipes betw frame 6-7 st. p., 60-61, 61-62 st. p., 112-113 st. p., 215-216 st. p.*  
*2" sanitary discharge pipes betw frame 64-65 st. p., 112-113 st. p.*  
*6-7 st. p., 14-15 p. s., 72-73 st. p., 113-114 p. s.*  
*All W.C. and sanitary discharge pipes ca 1'0" above top of second deck.*  
*Material of Scuppers:— Cast Steel.*

Particulars of Side Scuttles:— *Freeing port (1'5") in Larnage well (2'6" x 2'6") is fitted with a steel cover hinged outwards. (Strong back is provided for emergency use).*

Particulars of Guard Rails:— *Bulwark on Upperdeck 3'6", stays spaced 6'9".*  
*On poopdeck, rails, stanchions spaced ab 4'9" apart, 4 1/2" above deck, 3 rods.*  
*On Forecastle:— Same as on poop.*

Particulars of Gangways, Lifelines, etc.:— *None.*

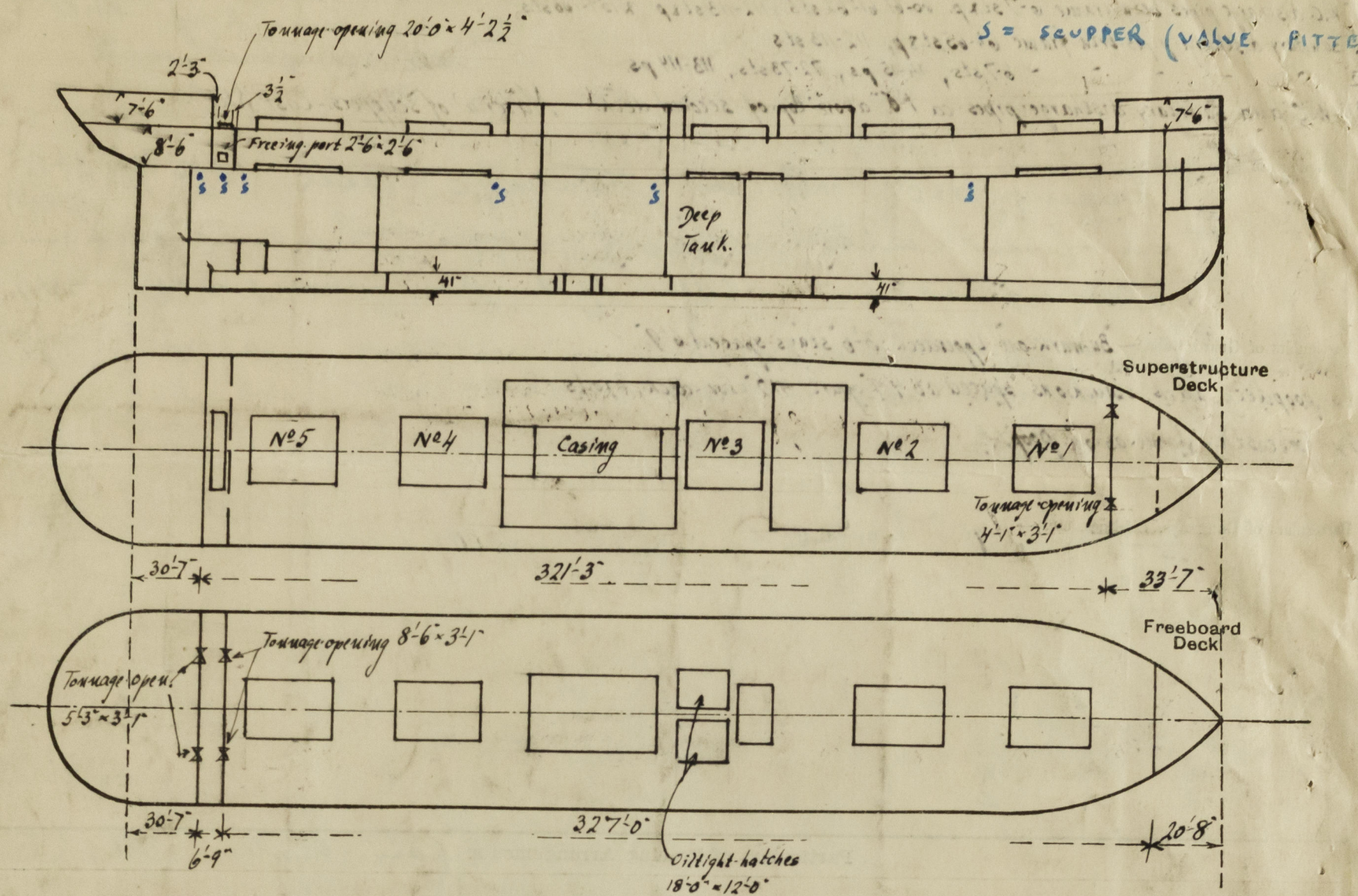
Particulars of Freeing Arrangements. (on shelter deck)						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..	32'-3"	3'-6"	10'-9" x 9"	7 ✓	56.59 sq. ft.	32.12 ✓
Forward Well ... ..						
Freeing port in Larnage well 2'-6" x 2'-6" (see above) ✓						
State position of each freeing port ... .. } After Well:— 3 aft. of 10' above deck ✓						
(F. and A. position and height above deck edge) } Forward Well:— 4 ft. of 10' ✓						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— None fitted.						
Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	3/4"	3/4"	4 x 3/4" angle	30"	None	3'0" x 5'3"	19"	8'6"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).  
 Poop Bulkhead (aft of Larnage well) *Larnage opening P.T. with storm boards for full height in channel case.*  
 Raised Quarter Deck Bulkhead *None.*  
 Bridge, After Bulkhead (aft of Larnage well) *Larnage opening P.T. with steel bolted plates, hook bolts, not passing through bulkhead.*  
 Bridge, Forward Bulkhead *None.*  
 Forecastle Bulkhead *None.*  
 Exposed Machinery Casings on Freeboard or Raised Quarter Decks *None.*  
 Exposed Machinery Casings on Superstructure Decks *None.*  
 Machinery Casings within Superstructures not fitted with Class I Closing Appliances *None.*  
 Deckhouses on Flush Deck Ships *None.*



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:—

Builder's name and yard number

Odense Staalskibsverft ved A.P. Møller. Yard N°36.

Names of sister ships

Owners

A/S Dampskibsselskabet Dannebrog

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