

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

No 14000.
3242
Index. No. (For London Office only.)
MAY 10 1937

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having a Shelterdeck (Supplement AMST. REPORT. N° 12802) Port of Survey Amsterdam
Passenger steamer (Type of Superstructures.) Date of Survey 12-15 & 23 April 1937

Ship's Name <u>S.S. "COTTICA"</u>	Nationality and Port of Registry <u>Dutch</u> <u>AMSTERDAM.</u>	Official Number	Gross Tonnage <u>3800</u>	Date of Build <u>1927</u> <u>9 mo</u>
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Name of Surveyor N.P. Jonker

Particulars of Classification +100A1 with 100
11 April 1932-35

Moulded Dimensions: Length Breadth Depth

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

Coefficient of fineness for use with Tables

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop enclosed					" " R.Q.D.
" overhang					Deduction for complete superstructure
R.Q.D. enclosed					Percentage covered $\frac{S}{L} =$
" overhang					" " $\frac{S_1}{L} =$
Bridge enclosed					" " $\frac{E}{L} =$
" overhang aft					Percentage from Table, Line A.
" overhang forward					(corrected for absence of forecastle (if required))
F'cle enclosed					Percentage from Table, Line B.
" overhang					(corrected for absence of forecastle (if required))
Trunk aft					Interpolation for bridge less than 2L (if required)
" forward					Deduction =
Tonnage opening aft					
" " forward					
Total					

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{4}L$ from A.P.		4				4	
$\frac{2}{4}L$ "		2				2	
Amidships		4				4	
$\frac{2}{4}L$ from F.P.		2				2	
$\frac{1}{4}L$ "		4				4	
F.P.		1				1	
Total							

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

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

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. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = Ft. Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 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 <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <th style="width: 50%;">+</th> <th style="width: 50%;">-</th> </tr> <tr> <td style="height: 100px; vertical-align: middle; text-align: center;"> Notes 87 B. 13-5-37 </td> <td></td> </tr> </table> Depth Correction Deduction for superstructures Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. Summer Freeboard =	+	-	Notes 87 B. 13-5-37	
+	-					
Notes 87 B. 13-5-37						

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

Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard
Fresh Water Line " "	Fresh Water " "
Tropical Line " "	Tropical " "
Winter Line below " "	Winter " "
Winter North Atlantic Line " "	Winter North Atlantic " "

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		Hatchway N° 3 Flush with top of deck house and now trunked in all for board deck							
Dimensions of Hatchway		25'-5" x 14'-0"							
COAMINGS	Height above Deck	.44							
	Thickness Sides	.44							
	Thickness Ends	.44							
	Stiffeners	✓							
HATCH BEAMS	Number	3							
	Spacing	6'-4"							
	Scantling and Sketch	I 8" x 8" x .48" .48" .48"							
	Bearing Surface	3 1/4"							
FORE AND AFTERS	Number	3							
	Spacing	6'-0"							
	Unsupported Lengths	I 8" x 8" x .48" .48" .48"							
	Scantling* and Sketch	I 8" x 8" x .48" .48" .48"							
HATCH COVERS	Material	teak							
	Thickness	2 1/2"							
	How fitted	longitudinal							
	Bearing Surface	3							
Spacing of Cleats		24"							
Number of Tarpaulins		two							

Top deck house
coaming .44
8" x 8" x .44
plating .32" →
stiff 3 x 1
spaced 2'-8"
skel deck

leak hatch 2 1/2"
hatches 5" pine
8" x 8" x .48"
scupper pipes fitted for draining the water
44

existing hatchway N° 3 on skel deck

Particulars of fiddle, funnel and ventilator coamings :-

Particulars of Flush Bunker Scuttles :-

Particulars of Companion ways :-

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

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

Particulars of Gangway Cargo and Coaling Ports :-

Particulars of Scuppers and Sanitary Discharge Pipes -

Particulars of Side Scuttles :

Particulars of Guard Rails :-

Particulars of Gangways, Lifelines, etc. :-

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	78'-11"	3'-4"	3-0 x 2-0 14'-10" open rail	one	50 ft ²	
Forward Well	106'-1"	3'-4"	3-0 x 2-0 18'-4" open rail	two	58 ft ²	

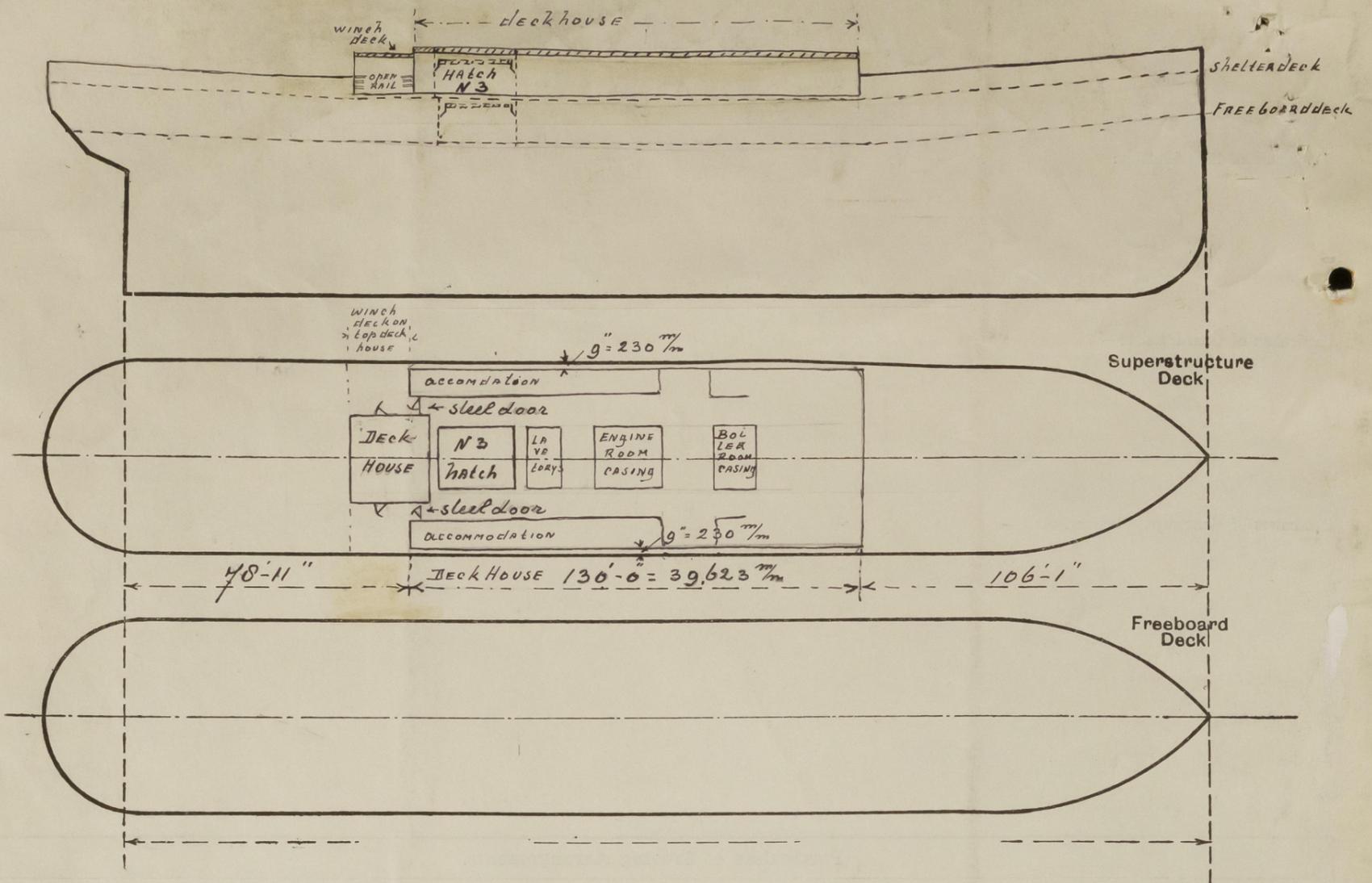
State position of each freeing port ... } After Well :-
(R and A. position and height above deck edge) } Forward Well :-
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :-
Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
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	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
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	

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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:—



The vessel has been examined afloat
 The deck house on the Shelterdeck
 has been lengthened to after step viz: 24'-2"
 and in connection there with trunk of N3
 hatchway extended to top of deck house
 and flush hatchway fitted see sketch.

State any special features in the construction of the ship:—

Builder's name and yard number *N. V. Machinefabriek & Scheepswerf van P. Smit Jr. yard N° 410*

Names of sister ships

Owners *Koninklijke Nederlandsche Stoomboot Maatschappij*

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Received by me



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