

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.Index. No. 32412  
(For London Office only.)

MAY 10 1937

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having a Skeldeck (Supplement AMST. REPORT. N° 12802)  
Passenger steamer  
(Type of Superstructures.)

Port of Survey Amsterdam

Date of Survey 12-15 & 23 April 1937

Name of Surveyor H. P. Jonker

Particulars of Classification +100A1 with 1st  
11 April 1932-35

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>
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 <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..					
„ overhang aft ... ..					
„ overhang forward ... ..					
F'cle enclosed ... ..					
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ „ forward ... ..					
Total ... ..					

Standard Height of Superstructure \_\_\_\_\_

„ „ R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

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

„ „  $\frac{S_1}{L} =$

„ „  $\frac{E}{L} =$

Percentage from Table, Line A.  
(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 =

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1				1	
$\frac{1}{6}$ L from A.P. ... ..		4				4	
$\frac{2}{6}$ L „ ... ..		2				2	
Amidships ... ..		4				4	
$\frac{2}{6}$ L from F.P. ... ..		2				2	
$\frac{1}{6}$ 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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Ft.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck =	$\Delta =$	Depth Correction ... ..
Summer freeboard =	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..
Moulded draught (d) =	T =	Sheer correction ... ..
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	Round of Beam correction ... ..
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... ..
		Other corrections, scantlings, etc. ... ..
		Summer Freeboard =

## 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									
Dimensions of Hatchway									
COAMINGS	Height above Deck								
	Thickness								
	Sides								
	Ends								
	Stiffeners								
HATCH BEAMS	Number								
	Spacing								
	Scantling and Sketch								
	Bearing Surface								
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
	Bearing Surface								
HATCH COVERS	Material								
	Thickness								
	How fitted								
	Bearing Surface								
Spacing of Cleats									
Number of Tarpaulins									

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

Particulars of fiddle, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

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.:—

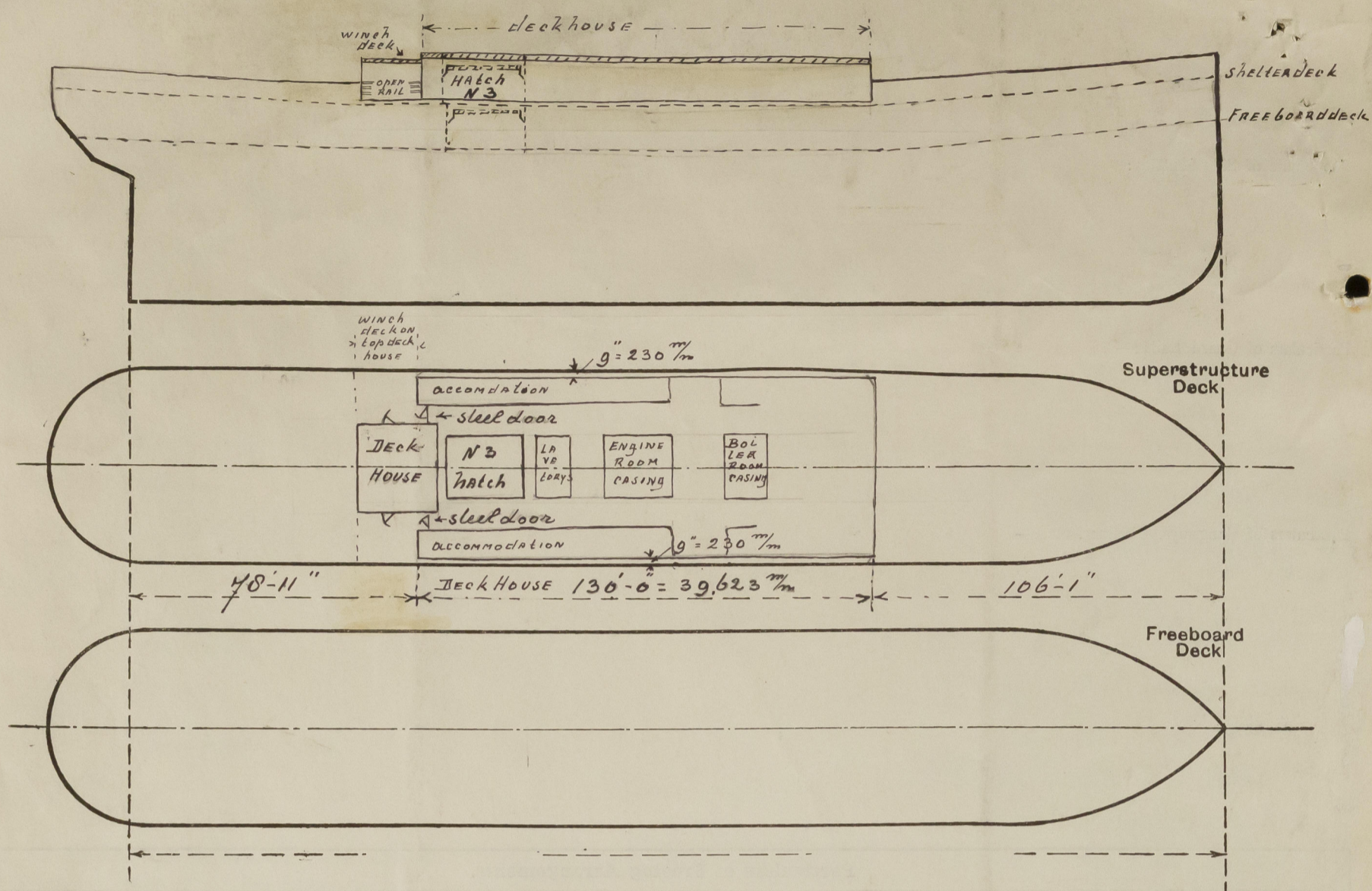
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	78'-11"	3'-4"	3-0 x 2-0 14'-10" open rail	one	50 ft <sup>2</sup>	
Forward Well	106'-1"	3'-4"	3-0 x 2-0 18'-4" open rail	two	58 ft <sup>2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

State position of each freeing port ... } After Well:—  
 (R<sub>1</sub> 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	

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:—

The vessel has been examined afloat  
The deck house on the Shutterdeck  
has been lengthened to after ship viz: 24'-2"  
and in connection therewith trunk of N°3  
hatchway extended to top of deck house  
and flush hatchway fitted see sketch.

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*

Fee *£ 60 -*  
*exp. 24 -*

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