

Rpt. No. 1980.

MAY 17 1941

Index. No. 36530  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

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35738

Ship's Name <b>M/T "BRALI"</b> <i>(on Carlskrona)</i>	Official Number -	Nationality and Port of Registry <b>Norwegian Oslo.</b>	Gross Tonnage <b>abt. 8400</b>	Date of Build <b>1941</b>	Port of Survey <b>Maharö</b>
Moulded Dimensions: Length <b>465.75'</b> Breadth <b>62.00'</b> Depth <b>34.50'</b> <i>To centre of keel at midship</i>					Date of Survey <b>Whilst building.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>18830</b> tons					Surveyor's Signature <b>Aelundin</b>
Coefficient of fineness for use with Tables <b>.778</b>					Particulars of Classification <b>100A1</b> <b>Carrying Petroleum in bulk.</b> <b>(Contingent)</b>

<b>Depth for Freeboard (D).</b> Moulded depth ... <b>34.50'</b> Stringer plate ... <b>0.76" = 0.063'</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>34.563'</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(34.56 - 31.05) \times 3 = + 10.53$ $3.51$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ ✓ If restricted by superstructures ✓	<b>Round of Beam correction.</b> Moulded Breadth (B) <b>62.00'</b> Standard Round of Beam $= \frac{B \times 12}{50} =$ <b>14.88"</b> Ship's Round of Beam $=$ <b>14.96"</b> Difference <b>.08</b> Restricted to Correction $= \frac{\text{Diff.}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.08}{4} \times .5871 = -.01$
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	97.11'	97.11	7.75'	-	97.11
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	38.38'	38.38	7.75'	-	38.38
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	56.79'	56.79	7.50	-	56.79
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	192.28'	192.28			192.28

Standard Height of Superstructure **7.5'**  
 " " R.Q.D. ✓  
 Deduction for complete superstructure **42'**  
 Percentage covered  $\frac{S}{L} =$   
 $\frac{S_1}{L} =$   
 $\frac{E}{L} =$  } **41.29**  
 Percentage from Table, Line **Tanker** **32.29**.  
 (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 × .3229 = -13.56**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.25 <sup>58</sup>	1	56.58	41.74"	41.74	1	41.74		
$\frac{1}{4}$ L from A.P. ...	25.18	4	100.72	3.02"	3.02	4	12.08		
$\frac{2}{8}$ L " ...	6.22	2	12.44	0.	—	2	—		
Amidships ...	—	4	—	0.	—	4	—		
$\frac{3}{8}$ L from F.P. ...	12.45	2	24.90	0.08"	—0.08	2	.16		
$\frac{1}{4}$ L " ...	50.35	4	201.40	25.88"	25.88	4	103.52		
F.P. ...	113.15	1	113.15	100.23"	100.23	1	100.23		
Total ...			509.19				257.73		

Mean actual sheer aft =  
 Mean standard sheer aft =

}

Deficient  
 Mean actual sheer forward =  
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  

L

 " " aft of " =

}

Tanker

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{257.73 - 206.15}{18} \left( \frac{.75 - .20615}{.5435} \right) = +7.57$

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.

Ft.

Depth to Freeboard Deck = **34.56**

Summer freeboard = **7.46**

Moulded draught (d) = **27.10**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **6.78 = 6 3/4**Addition for Winter North Atlantic Freeboard (if required) = **6.78 + 4.66 = 11.44 = 11 1/2**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  **17264**

Tons per inch immersion at summer load water line

 $T =$  **61.08**Deduction =  $\frac{\Delta}{40T}$  inches $=$  **7.07 = 7"****See over!**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{.778 + .68}{1.36} = \frac{1.458}{1.36}$ 

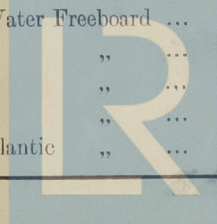
	+	-
Depth Correction ...	10.53	-
Deduction for superstructures ...	-	13.56
Sheer correction ...	7.57	-
Round of Beam correction ...	-	.01
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc. ...	-	-
	18.12	13.57

Summer Freeboard = **89.39**

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

Tropical Fresh Water Line above Centre of Disc ...	13 3/4 = 349"	Tropical Fresh Water Freeboard ...	6 3/4 = 192 1/4"
Fresh Water Line " " ...	7" = 178	Fresh Water " " ...	6 10 1/2 = 209 1/2"
Tropical Line " " ...	6 3/4 = 171	Tropical " " ...	6 10 3/4 = 210 3/4"
Winter Line below " " ...	6 3/4 = 171	Winter " " ...	8 0 1/4 = 244 1/4"
Winter North Atlantic Line " " ...	11 1/2 = 292	Winter North Atlantic " " ...	8 5 = 256 1/2"

30 MAY 1941





M/T. Bräli

M/T BRÄLI "

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.

Displacement in salt water and tons per inch immersion:-

Moulded draught.	Displacement.	Tons per inch.
75%	25.875'	16365 tons. 40.87
80%	27.60'	17630 " 41.12
85%	29.325'	18900 " 41.37

Trade of ship ✓

Names of sister ships

M/T "LISITA", Hockmors Yard No. 215.

Builder's name and yard number

Hockmors Mek. Verkstad G.-B., Malmö, Yard No. 218.

Owners

As Bill, Oslo.

Fee £



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Foundation