

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP~~ TANKER.)

Ship's Name ANGLO MAERSK	Official Number	Nationality and Port of Registry Danish Copenhagen	Gross Tonnage About 11800	Date of Build 1949 11	Port of Survey Gothenburg
Moulded Dimensions: Length 160.320 M. Breadth 21.260 M. Depth 11.960 Metres					Date of Survey Whilst building
Freeboard Length 160.520 Metres to Centre Line of Rudder Stock.					Surveyor's Signature <i>Bedward Hansen</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 26475 M³					Particulars of Classification +100A1 Carrying Petroleum in bulk
Coefficient of fineness for use with Tables .76					

Depth for Freeboard (D). M.	Depth correction.	Round of Beam correction.
Moulded depth 11.960	(a) Where D is greater than Table depth (D - Table depth) R = 8.33 (11.983 - 10.701) = 30 = + 320 mm.	Moulded Breadth (B) 21260 mm.
Stringer plate .023	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 1.282	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{21260 \times 12}{50} = \mathbf{425}$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = 430 mm.
Depth for Freeboard (D) = 11.983		Difference 5
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{5}{4} \times 5775 = \mathbf{-1 mm.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equival.</i>	36141	36141	2290	✓	36141
» overhang					
R.Q.D. enclosed					
» overhang					
Bridge enclosed <i>Equival.</i>	12698	12698	2290	✓	12698
» overhang aft					
» overhang forward					
F'ele enclosed	18970	18970	2290		18970
» overhang					
Trunk aft					
» forward					
Tonnage opening aft					
» » forward					
Total	67809	67809			67809

Standard Height of Superstructure **2290 mm.**
» » R.Q.D. **✓**
Deduction for complete superstructure **1067 mm.**
Percentage covered $\frac{S}{L} =$
» » $\frac{S_1}{L} = \mathbf{42.25}$
» » $\frac{E}{L} =$
Percentage from Table, Line **A. TANKER.** **33.25**
(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 = **1067 × 33.25 = - 355 mm.**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1591	1		1591	1220	1220	1		1220
1/6 L from A.P.	707	4		2828	91	91	4		364
2/6 L »	177	2		354	0	0	2		0
Amidships	✓	4		-	0	✓	4		✓
2/6 L from F.P.	354	2		708	0	0	2		0
1/6 L »	1414	4		5656	478	478	4		1912
F.P.	3182	1		3182	2440	2440	1		2440
Total			✓	14319					5936

Mean actual sheer aft =
Mean standard sheer aft = } *Deficient.*
Mean actual sheer forward =
Mean standard sheer forward = }
Length of enclosed superstructure forward of amidships = } *Tanker.*
» » aft of » = }
Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) = \frac{8383 (75 - 2112)}{18 \times 5388} = \mathbf{+ 251 mm.}$
If limited on account of midship superstructure.
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 11983 Summer freeboard = 2735 Moulded draught (d) = 9248 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = \mathbf{193 mm.}$ Addition for Winter North Atlantic Freeboard (if required) = 193 + 132 = 325 mm.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = \mathbf{24148}$ Tons per inch immersion at summer load water line $T = \mathbf{74.83}$ Deduction = $\frac{\Delta}{40 T} \text{ inches} = \mathbf{8.07}$ = 205 mm.	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{76 + 68}{1.36} = \mathbf{1.44 / 1.36}$ <table border="1"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td>320</td> <td>✓</td> </tr> <tr> <td>Deduction for superstructures</td> <td>✓</td> <td>355</td> </tr> <tr> <td>Sheer correction</td> <td>251</td> <td>✓</td> </tr> <tr> <td>Round of Beam correction</td> <td>✓</td> <td>1</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>✓</td> <td>✓</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>✓</td> <td>✓</td> </tr> <tr> <td></td> <td>571</td> <td>356</td> </tr> </tbody> </table> Summer Freeboard = 2733		+	-	Depth Correction	320	✓	Deduction for superstructures	✓	355	Sheer correction	251	✓	Round of Beam correction	✓	1	Correction for Thickness of Deck amidships	✓	✓	Other corrections, scantlings, etc.	✓	✓		571	356
	+	-																								
Depth Correction	320	✓																								
Deduction for superstructures	✓	355																								
Sheer correction	251	✓																								
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Correction for Thickness of Deck amidships	✓	✓																								
Other corrections, scantlings, etc.	✓	✓																								
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	400 mm.
Fresh Water Line » »	205 mm.
Tropical Line » »	193 mm.
Winter Line below » »	193 mm.
Winter North Atlantic Line » »	325 mm.

Tropical Fresh Water Freeboard	2733 mm.
Fresh Water » »	2735 mm.
Tropical » »	2530 mm.
Winter » »	2540 mm.
Winter North Atlantic » »	3060 mm.

"ANGLO MAERSK"

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.

Displacements and tons per inch immersion.

75 % of moulded depth:	Displacement	23250 tons salt water,	74.3 tons per inch,
85 % " " "	"	26800 " " "	76.4 " " "
95 % " " "	"	30475 " " "	78.2 " " "
100 % " " "	"	32325 " " "	78.9 " " "

Trade of ship General.

Names of sister ships M/T "MARIEHOLM", of Gothenburg, Same Builders' Yard No. 353.

Builder's name and yard number Eriksbergs Mekaniska Verkstads Aktiebolag, Gothenburg, Yard No. 388.

Owners A.P. Möller, Copenhagen.

Fee Kr. ---

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