

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER, (TRAWLER))

Ship's Name <b>"ELLIDI"</b>	Official Number	Nationality and Port of Registry <b>ICELANDIC SIGLUFJÖRDUR</b>	Gross Tonnage <b>642</b>	Date of Build <b>1947</b>	Port of Survey <b>Hull.</b>
Moulded Dimensions: Length <b>173'0"</b> Breadth <b>30'0"</b> Depth <b>16'0"</b> ON LOAD WATERLINE <b>6" cr. of rudder stock.</b>					Date of Survey <b>During construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>1177</b> tons					Surveyor's Signature <b>M. Macleod</b>
Coefficient of fineness for use with Tables <b>.68 (1.585 actual).</b>					Particulars of Classification <b>*100 A1. "STEAM TRAWLER" (CONTEMPLATED)</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>16'0"</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(16-10-11.53) 1.331 = +6.08"</b>	Moulded Breadth (B) <b>30'0"</b>
Stringer plate ... <b>35</b> ... .. <b>.03</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>4.57</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>7.20"</b>
Sheathing on exposed deck <b>5" x 3"</b>		Ship's Round of Beam = <b>9"</b>
$T \left( \frac{L-S}{L} \right) =$ <b>.25 x .2821</b> <b>.07</b>	If restricted by superstructures <b>✓</b>	Difference <b>1.80"</b>
Depth for Freeboard (D) = <b>16.10</b>		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.80}{4} \times .2828 =$ <b>-.13"</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<b>31.27</b>	<b>31.27</b>	<b>7'-1 1/2"</b>	<b>✓</b>	<b>3.27</b>
" overhang ... ..	<b>89.54</b>				
R.Q.D. enclosed ... ..	<b>89.54</b>	<b>89.54</b>	<b>12' + 3"</b>	<b>1.18/3.487</b>	<b>30.30</b>
" overhang ... ..	<b>None</b>				
Bridge enclosed ... ..	<b>✓</b>				
" overhang aft ... ..	<b>✓</b>				
" overhang forward ...	<b>31.15</b>	<b>31.15</b>			<b>31.15</b>
F'ele enclosed ... ..	<b>41.8"</b>	<b>.12</b>	<b>7'0" AT FORE END.</b>	<b>✓</b>	<b>.12</b>
" overhang ... ..	<b>34.25</b>		<b>7'6" AFTER "</b>		
Trunk aft ... ..	<b>✓</b>				
" forward ... ..	<b>✓</b>				
Tonnage opening aft ...	<b>✓</b>				
" forward ... ..	<b>✓</b>				
Total ... ..	<b>124.21</b>	<b>124.08</b>			<b>64.84</b>

Standard Height of Superstructure **6.00'**

" " R.Q.D. **3.487'**

Deduction for complete superstructure **23.30"**

Percentage covered  $\frac{S}{L} =$  **71.79** ✓

" "  $\frac{S_1}{L} =$  **71.72** ✓

" "  $\frac{E}{L} =$  **37.48** ✓

Percentage from Table, Line A. **21.35** ✓

(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 = **23.30 x .2135 = -4.98"**

## SHEER HEIGHTS MEASURED FROM TOP OF KEEL TO TOP OF STRINGER PLATE

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..	<b>27.30</b>	<b>1</b>	<b>27.30</b>	<b>21'-11"</b>	<b>68.63</b>	<b>1</b>	<b>58.63</b>
1/8 L from A.P. ...	<b>12.15</b>	<b>4</b>	<b>48.60</b>	<b>19'-1 3/4"</b>	<b>25.37</b>	<b>4</b>	<b>101.48</b>
2/8 L " ... ..	<b>8.00</b>	<b>2</b>	<b>6.00</b>	<b>17'-6 1/2"</b>	<b>6.13</b>	<b>2</b>	<b>12.26</b>
Amidships ... ..	<b>✓</b>	<b>4</b>	<b>✓</b>	<b>17'-6 3/8"</b>	<b>✓</b>	<b>4</b>	<b>✓</b>
2/8 L from F.P. ...	<b>6.01</b>	<b>2</b>	<b>12.02</b>	<b>16'-9 1/2"</b>	<b>9.13</b>	<b>2</b>	<b>18.26</b>
1/8 L " ... ..	<b>24.30</b>	<b>4</b>	<b>97.20</b>	<b>18'-8 1/2"</b>	<b>82.12</b>	<b>4</b>	<b>128.48</b>
F.P. ... ..	<b>54.60</b>	<b>1</b>	<b>54.60</b>	<b>21'-3"</b>	<b>62.63</b>	<b>1</b>	<b>62.63</b>
Total ... ..			<b>245.72</b>				<b>381.74</b>

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 =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{136.02}{18} (.75 - .3589) = -2.96"$

If limited on account of midship superstructure. **YES = Nil.**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>17.28</b> Ft. Summer freeboard = <b>2.81</b> Moulded draught (d) = <b>14.47</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>3.62 = 3 1/2"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>5 1/2"</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>1288 Tons.</b> Tons per inch immersion at summer load water line $T =$ <b>9.83</b> Deduction = $\frac{\Delta}{40 T}$ inches = <b>3.27 = 3 1/4"</b> <b>DRAFTS.</b> 15'0" <b>1272</b> <b>9.8</b> 14'0" <b>1155</b> <b>9.55</b> 13'0" <b>1041</b> <b>9.33</b>	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient <b>Nil.</b> <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td><b>6.08</b></td><td></td></tr> <tr> <td>Deduction for superstructures</td><td></td><td><b>4.98</b></td></tr> <tr> <td>Sheer correction</td><td></td><td></td></tr> <tr> <td>Round of Beam correction</td><td></td><td><b>.13</b></td></tr> <tr> <td>Correction for Thickness of Deck amidships</td><td><b>14.16</b></td><td></td></tr> <tr> <td>Other corrections, scantlings, etc.</td><td></td><td></td></tr> <tr> <td><b>Summer Freeboard</b></td><td><b>33.88"</b></td><td></td></tr> </table>		+	-	Depth Correction	<b>6.08</b>		Deduction for superstructures		<b>4.98</b>	Sheer correction			Round of Beam correction		<b>.13</b>	Correction for Thickness of Deck amidships	<b>14.16</b>		Other corrections, scantlings, etc.			<b>Summer Freeboard</b>	<b>33.88"</b>	
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## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

As previously assigned to sister vessels.	Tropical Fresh Water Line above Centre of Disc ... <b>6 3/4"</b>	Tropical Fresh Water Freeboard <b>3'-2 3/4"</b>
	Fresh Water Line " " ... <b>3 1/4"</b>	Fresh Water " " <b>2'-6 1/2"</b>
	Tropical Line " " ... <b>3 1/2"</b>	Tropical " " <b>3'-6 1/4"</b>
	Winter Line below " " ... <b>3 1/2"</b>	Winter " " <b>3'-1 1/4"</b>
	Winter North Atlantic Line " " ... <b>3 1/2"</b>	Winter North Atlantic " " <b>3'-3 1/4"</b>



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.

Trade of ship TRAWLER.

Names of sister ships "BJARNI RIDDARI" "EGILL SKALLAGRIMSSON".

Builder's name and yard number COCHRANE & SONS LTD. YARD NO 1325.

Owners THE ICELANDIC GOVERNMENT.

Fee £8. TO BE CHARGED WITH FIRST ENTRY.

ML-D



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