

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *POOP - BRIDGE - FORECASTLE*

Port of Survey

Date of Survey *7-4-32*

Name of Surveyor

Particulars of Classification *+100 A.1.*

Ship's Name

HULDA THORDEN.

(Type of Superstructures.)

Nationality and Port of Registry
*Finnish
Helsingfors.*

Official Number

Gross Tonnage

Date of Build

*2404.**1900.*Moulded Dimensions: Length *302.9* Breadth *42.96* Depth *22.37*

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

Coefficient of fineness for use with Tables *.815* tons

Depth for Freeboard (D)

Moulded depth ...

Ringer plate ...

Sheathing on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = *22.41*

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R =*+5.17*(b) Where D is less than Table depth (if allowed)
(Table depth-D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} =$$

$$\text{Ship's Round of Beam} =$$

Difference

Restricted to

$$\text{Correction} = \frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$$

- .06

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poep 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 *35.52*

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

$$\frac{S_1}{L} =$$

$$\frac{E}{L} =$$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, *TIMBER* *65.95*

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

$$\text{Deduction} = 35.52 \times 65.95 = -23.43$$

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 ...							

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

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 = *22.41*Summer freeboard = *2.35*Moulded draught (d) = *20.06*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *5.01 = 5"*

Addition for Winter North Atlantic Freeboard (if

required = $\frac{2}{3} = 6.68 = 6\frac{3}{4}"$

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*= 5"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ...
Deduction for superstructures ...
Sheer correction ...
Round of Beam correction ...
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

+	-
<i>5.17</i>	<i>-</i>
<i>-</i>	<i>23.43</i>
<i>-</i>	<i>1.81</i>
<i>-</i>	<i>.06</i>
<i>-</i>	<i>-</i>
<i>-</i>	<i>-</i>
<i>5.17</i>	<i>25.30</i>

Summer Freeboard = *28.37**48.50*

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

TIMBER Tropical Fresh Water Line above Centre of Disc

Fresh Water Line

Tropical Line

Winter Line

Winter North Atlantic Line

8 APR 1932