

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GRK. REPORT N°23432

Ship's Name <b>TEDDY</b>  (GEO. BROWN'S N°241)	Official Number	Nationality and Port of Registry <b>DANISH.</b>  <b>COPENHAGEN</b>	Gross Tonnage	Date of Build	Port of Survey <b>GREENOCK.</b>
Moulded Dimensions: Length <b>190.50'</b> Breadth <b>32.50'</b> Depth <b>13.02'</b> To TOP OF KEEL To CR. OF RUDDER STACK.	Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>1302</b> tons	Coefficient of fineness for use with Tables	Date of Survey <b>NOVEMBER. 1946.</b> (WHILST BUILDING)	Surveyor's Signature <i>Wharmillan</i>	Particulars of Classification <b>+ 100 A.1.</b> (CONTEMPLATED)

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) = <b>32.50"</b>
Stringer plate <b>4 1/2"</b> ... ..	(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	If restricted by superstructures	Ship's Round of Beam = <b>9.00"</b>
$T \left( \frac{L-S}{L} \right) =$ ✓		Difference
Depth for Freeboard (D) =		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<b>50.50</b>		<b>7.25'</b>		
„ overhang ... ..	-		-		
R.Q.D. enclosed ... ..	<b>62.33</b>		<b>3.67'</b>		
„ overhang ... ..	-		-		
Bridge enclosed... ..	-		-		
„ overhang aft ... ..	-		-		
„ overhang forward	-		-		
F'cle enclosed ... ..	<b>28.67</b>		<b>6.50'</b>		
„ overhang ... ..	<b>3.00</b>		<b>6.50'</b>		
Trunk aft ... ..	-		-		
„ forward ... ..	-		-		
Tonnage opening aft ...	-		-		
„ „ forward	-		-		
Total ... ..	<b>144.50</b>				

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			<b>25.00"</b>		1		
1/4 L from A.P. ... ..		4			<b>9.25"</b>		4		
2/8 L „ „ ... ..		2			<b>1.37"</b>		2		
Amidships ... ..		4			-		4		
2/8 L from F.P. ... ..		2			<b>4.75"</b>		2		
1/4 L „ „ ... ..		4			<b>28.00"</b>		4		
F.P. ... ..		1			<b>57.25"</b>		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 =  
 „ „ aft of „ =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) =$   
 If limited on account of midship superstructure.  
 If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<p><b>SEE OVER</b></p> <p><b>Deduction for Tropical Freeboard.</b></p> <p><b>Addition for Winter and Winter North Atlantic Freeboard.</b></p> <p><b>RAISED QUARTER</b> Ft.</p> <p>Depth to <del>Freeboard</del> Deck =</p> <p>Summer freeboard =</p> <p>Moulded draught (d) =</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches =</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line</p> <p><math>\Delta =</math></p> <p>Tons per inch immersion at summer load water line</p> <p><math>T =</math></p> <p>Deduction = <math>\frac{\Delta}{40T}</math> inches =</p>	<p><b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1"> <tr> <td></td> <td>+</td> <td>-</td> </tr> <tr> <td>Depth Correction ... ..</td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction ... ..</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction ... ..</td> <td></td> <td></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> </table> <p>Summer Freeboard =</p>		+	-	Depth Correction ... ..			Deduction for superstructures ... ..			Sheer correction ... ..			Round of Beam correction ... ..			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 ... ..	Tropical Fresh Water Freeboard ... ..
Fresh Water Line „ „ ... ..	Fresh Water „ „ ... ..
Tropical Line „ „ ... ..	Tropical „ „ ... ..
Winter Line below „ „ ... ..	Winter „ „ ... ..
Winter North Atlantic Line „ „ ... ..	Winter North Atlantic „ „ ... ..

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.

<u>MOULDED DRAUGHT</u>	<u>EXTREME DISPLACEMENT</u>	<u>T.P.1"</u>
12.0 FT.	1453 TONS S.W.	12.48
13.0 FT.	1600 TONS S.W.	12.98

KEEL ALLOWANCE =  $\frac{5}{8}$ "

Trade of ship GENERAL CARGO.

Names of sister ships ✓

Builder's name and yard number GEO. BROWN & CO (MARINE) LD. GREENOCK. YARD N<sup>o</sup> 241.

Owners HANS SVENNINGSEN.

Fee £ WILL BE CHARGED LATER.

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