

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAVING~~)

|  |                                |  |                              |                                 |  |
|--|--------------------------------|--|------------------------------|---------------------------------|--|
| Ship's Name<br><b>RUNMARÖ</b>  | Official Number<br><b>7601</b> | Nationality and Port of Registry<br><b>Swedish Stockholm</b> | Gross Tonnage<br><b>2887</b> | Date of Build<br><b>1912 10</b> | Port of Survey<br><b>Stockholm</b>               |
| Moulded Dimensions: Length <b>314.0'</b> ✓ Breadth <b>46.33'</b> ✓ Depth <b>23.46'</b> ✓   |                                |  |                              |                                 | Date <del>12th June</del> <b>12th June 1945.</b> |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>6615</b> ✓ tons |                                |  |                              |                                 | Surveyor <del>XXXXXX</del> <b>G. Hjernqvist</b>  |
| Coefficient of fineness for use with Tables <b>.798</b> ✓                                  |                                |  |                              |                                 | Particulars of Classification <b>+100A1</b>      |

|   |   |  |
|---|---|--|
| Depth for Freeboard (D).  | Depth correction.   | Round of Beam correction.  |
| Moulded depth <b>23.46</b> ✓                                    | (a) Where D is greater than Table depth<br>(D—Table depth) R =<br><b>(23.50—20.93) 2.415 = +6.21"</b> ✓ | Moulded Breadth (B) <b>46.33</b> ✓   |
| Stringer plate <b>.04</b>                                       | (b) Where D is less than Table depth (if allowed)<br>(Table depth—D) R =<br><b>2.57</b>                 | Standard Round of Beam = $\frac{B \times 12}{50}$ = <b>11.12</b> ✓   |
| Sheathing on exposed deck<br>$T \left( \frac{L-S}{L} \right) =$ | If restricted by superstructures  | Ship's Round of Beam = <b>11.5</b> ✓   |
| Depth for Freeboard (D) = <b>23.50</b> ✓                        |   | Difference <b>Excess</b> <b>.38</b> ✓  |
|   |   | Restricted to  |
|   |   | Correction = $\frac{\text{Diffe}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.38}{4} (1 - .4801) = -.05$ ✓ |

## DEDUCTION FOR SUPERSTRUCTURES.

|                                | Mean Covered Length (S) | Equivalent Enclosed Length (S <sub>1</sub> ) | Height       | Height Correction | Effective Length (E) |
|--------------------------------|-------------------------|--|--------------|-------------------|----------------------|
| Superstructure enclosed        | <b>24.5</b> ✓           | <b>24.5</b> ✓                                | <b>7.0</b> ✓ |                   | <b>24.5</b> ✓        |
| Superstructure overhang        |                         |  |              |                   |                      |
| Superstructure R.Q.D. enclosed |                         |  |              |                   |                      |
| Superstructure overhang        |                         |  |              |                   |                      |
| Bridge enclosed                | <b>97.92</b> ✓          | <b>97.92</b> ✓                               | <b>7.5</b>   |                   | <b>97.92</b> ✓       |
| Bridge overhang aft            |                         |  |              |                   |                      |
| Bridge overhang forward        |                         |  |              |                   |                      |
| Funnel enclosed                | <b>28.34</b> ✓          | <b>28.34</b> ✓                               | <b>7.0</b>   |                   | <b>28.34</b> ✓       |
| Funnel overhang                |                         |  |              |                   |                      |
| Funnel aft                     |                         |  |              |                   |                      |
| Funnel forward                 |                         |  |              |                   |                      |
| Manoeuvring opening aft        |                         |  |              |                   |                      |
| Manoeuvring opening forward    |                         |  |              |                   |                      |
| Total                          | <b>150.76</b> ✓         | <b>150.76</b> ✓                              |              |                   | <b>150.76</b> ✓      |

|   |                |
|---|----------------|
| Standard Height of Superstructure   | <b>6.64</b> ✓  |
| R.Q.D.  |                |
| Deduction for complete superstructure   | <b>36.27</b> ✓ |
| Percentage covered $\frac{S}{L} =$  | <b>48.01</b> ✓ |
| $\frac{S_1}{L} =$   | <b>48.01</b> ✓ |
| $\frac{E}{L} =$   | <b>48.01</b> ✓ |
| Percentage from Table, Line A.<br>(corrected for absence of forecastle [if required]) |                |
| Percentage from Table, Line B.<br>(corrected for absence of forecastle [if required]) | <b>34.31</b> ✓ |
| Interpolation for bridge less than 2L (if required)                                   |                |
| Deduction = <b>36.27 x .3431 = 12.44</b> ✓  |                |

## SHEER CORRECTION.

| Station                      | Standard Ordinate | S | M | Product       | Actual Ordinate | Effective Ordinate | S | M | Product       |
|------------------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|---------------|
| from A.P. ...                | <b>41.40</b> ✓    | 1 |   | <b>41.40</b>  | <b>42.00</b> ✓  | <b>42.00</b> ✓     | 1 |   | <b>42.00</b>  |
| "                            | <b>18.43</b> ✓    | 4 |   | <b>73.72</b>  | <b>18.37</b> ✓  | <b>18.37</b> ✓     | 4 |   | <b>73.48</b>  |
| "                            | <b>4.55</b> ✓     | 2 |   | <b>9.10</b>   | <b>4.59</b> ✓   | <b>4.59</b> ✓      | 2 |   | <b>9.18</b>   |
| amidships                    | --                | 4 |   | --            | --              | --                 | 4 |   | --            |
| $\frac{2}{3}L$ from F.P. ... | <b>9.11</b> ✓     | 2 |   | <b>18.22</b>  | <b>10.12</b> ✓  | <b>10.12</b> ✓     | 2 |   | <b>20.24</b>  |
| $\frac{1}{3}L$ " ...         | <b>36.84</b> ✓    | 4 |   | <b>147.36</b> | <b>40.49</b> ✓  | <b>40.49</b> ✓     | 4 |   | <b>161.96</b> |
| F.P. ...                     | <b>82.80</b> ✓    | 1 |   | <b>82.80</b>  | <b>93.00</b> ✓  | <b>93.00</b> ✓     | 1 |   | <b>93.00</b>  |
| Total                        |                   |   |   | <b>372.60</b> |                 |                    |   |   | <b>399.86</b> |

Mean actual sheer aft = **Excess** ✓  
Mean standard sheer aft

Mean actual sheer forward = **Excess** ✓  
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = **.157** ✓  
L aft of " = **.154** ✓

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{27.26}{18} (.75 - .24) = -.77$  ✓  
If limited on account of midship superstructure.

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **23.50** Ft.  
Summer freeboard = **3.66** ✓  
Moulded draught (d) = **19.84** ✓

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **4.96** = **126** mm.  
Addition for Winter North Atlantic Freeboard (if required) = **51. mm.** + **126 mm.** = **177 mm.**

Deduction for Fresh Water.  
Displacement in salt water at summer load water line  
 $\Delta =$  **6610** ✓  
Tons per inch immersion at summer load water line  
T = **30.46** ✓  
Deduction =  $\frac{\Delta}{40 T}$  inches = **5.43"** ✓ = **138 mm.** ✓

TABULAR FREEBOARD corrected for Flush Deck (if required) **46.90** ✓  
Correction for coefficient  $\frac{.798+.68}{1.36} = \frac{1.478}{1.36}$  ✓ **50.98** ✓  
Depth Correction **6.21** ✓  
Deduction for superstructures **12.44** ✓  
Sheer correction **.77** ✓  
Round of Beam correction **.05** ✓  
Correction for Thickness of Deck amidships **7.05** ✓  
Other corrections, scantlings, etc. **13.26** ✓  
Summer Freeboard = **43.93** ✓

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~XXXX~~ Steel, Deck:—

|  |                |                                |                   |
|--|----------------|--------------------------------|-------------------|
| Tropical Fresh Water Line above Centre of Disc | <b>264</b> mm. | Tropical Fresh Water Freeboard | <b>852</b> mm. ✓  |
| Fresh Water Line                               | <b>138</b> mm. | Fresh Water                    | <b>978</b> mm. ✓  |
| Tropical Line                                  | <b>126</b> mm. | Tropical                       | <b>990</b> mm. ✓  |
| Winter Line                                    | <b>126</b> mm. | Winter                         | <b>1242</b> mm. ✓ |
| Winter North Atlantic Line                     | <b>177</b> mm. | Winter North Atlantic          | <b>1293</b> mm. ✓ |



*Runmaro.*

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.

at Summer Load Line

6631 - (.67x3047) = 6611 tons.

Trade of ship **General.**

Names of sister ships

Builder's name and yard number **W. Gray & Co., Ltd., West Hartlepool, Yard No. 809.**

Owners **Rederi A-B. Rex (K.M. Källström, Mgr.), Stockholm.**

Fee £



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Foundation