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# LLOYD'S REGISTER OF SHIPPING

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## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

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Owners C11

Ship's Name <b>M/S "OFELIA"</b>	Official Number <b>9810</b>	Nationality and Port of Registry Swedish Gothenburg	Gross Tonnage <b>500</b>	Date of Build 1957/8	Port of Survey Sölvesborg
Moulded Dimensions: Length 59250 mm Breadth 10000 mm Depth 3800 mm to main deck Freeboard Length 59250 mm 5950 mm to shelter deck					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1386 British tons (excluding bossing) 718					Surveyor's Signature <i>A. Hövring</i>
Coefficient of fineness for use with Tables 725					Particulars of Classification 100A1

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... 3800 Stringer plate ... 6,5 mm Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 3807	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 9.33 (3.950 - 3.807) 14.962 = -18 mm If restricted by superstructures NO CSS	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) 10.00 m Standard Round of Beam = $\frac{B \times 12}{50} = 200$ mm Ship's Round of Beam = 200 mm Shelter dk. Difference 416 ON MAIN DECK Restricted to -200 mm Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S}{L} \right) = \frac{200}{4} \times 0.117 = +1$ mm
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DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>i</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	12200	12200	2340	-	12200
" overhang	10	5			5
R.Q.D. enclosed					
" overhang					
Bridge enclosed	45800	45800	2150	-	45800
" overhang aft	10	8			8
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward	1230	1230			
Tonnage opening aft	1250	544	2340	-	544
" forward					
Total	59250	58557			58557

Standard Height of Superstructure	1830 mm
" " R.Q.D.	
Deduction for complete superstructure	647 mm
Percentage covered $\frac{S}{L} =$	100.00
" " $\frac{S_i}{L} =$	
" " $\frac{E}{L} =$	98.83
Percentage from Table, Line A. =	98.56
(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 =	98.56 x 647 = 638 mm

SHEER CORRECTION.							
Station	Actual Standard Ordinate	S	M	Product	Actual Standard Ordinate	Effective Ordinate	S
A.P.	748 320	1		748	320	640	1
1/4 L from A.P.	332 10	4		1328	10	285	4
1/2 L	83 0	2		166	0	70	2
Amidships	0	4		0	0	0	4
3/4 L from F.P.	166 145	2		332	145	199	2
1/4 L	664 105	4		2656	705	805	4
F.P.	1490 1495	1		1495	1490	1810	1
Total				6725	+320		

Mean actual sheer aft	Mean standard sheer aft = DEFICIENT 7.75
Mean actual sheer forward	Mean standard sheer forward = EXCESS
Length of enclosed superstructure forward of amidships =	
" " aft of	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{623 (.25)}{18} = -9$  mm

If limited on account of midship superstructure. NO

If limited to maximum allowance of 1 1/2 ins. per 100ft. NO

<b>Deduction for Tropical Freeboard.</b> Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 3.807 Summer freeboard = 51 Moulded draught (d) = 3.756 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = 78 mm Winter freeboard = $\frac{d}{48}$ inches = 78 mm Addition for Winter North Atlantic Freeboard (if required) = 78 + 51 = 129 mm	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line T = Deduction = $\frac{\Delta}{40 T}$ inches = $\frac{d}{48}$ = 78 mm	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient 1.398 1.405 / 1.36 Depth Correction ... 18 Deduction for superstructures ... 638 Sheer correction ... 9 Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = -81 -84
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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	78 mm	Tropical Fresh Water Freeboard	51 mm (limited)
Fresh Water Line	78 mm	Fresh Water	minus 27 mm
Tropical Line	78 mm	Tropical	51 mm (limited)
Winter Line below	78 mm	Winter	129 mm
Winter North Atlantic Line	129 mm	Winter North Atlantic	180 mm



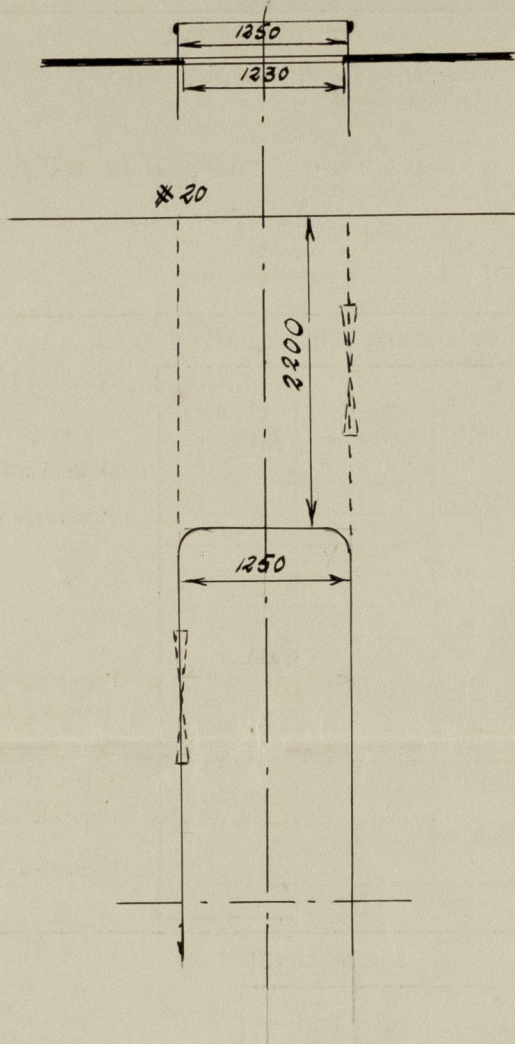
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A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

DISPLACEMENT IN SALT WATER AND BRITISH TONS PER INCH IMMERSION

Moulded draught.		Displacement.	British Tons/Inch.
95%	3610 mm	<del>1549</del> <sup>1564</sup> Tons	11.9
85%	3230 mm	<del>1386</del> <sup>1400</sup> Tons	11.5
75%	2850 mm	<del>1223</del> <sup>1235</sup> Tons	11.1

TONNAGE OPENING



$$\frac{B-b}{B} = \frac{10.00 - 5.60}{10.00} = .44$$

Trade of ship All Seas.

Names of sister ships M/S "A S K J A" Yard No. 47.

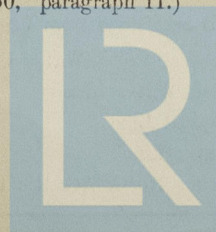
Builder's name and yard number Messrs. Sölvesborgs Varvs- & Rederi AB, Sölvesborg;

Yard No. 49.

Owners Messrs. Rederi AB Svenska Lloyd, Gothenburg.

Fee £ To be charged with, F.E.

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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