

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>A.M. 6</b>	Official Number	Nationality and Port of Registry <b>DUTCH</b> <b>AMSTERDAM</b>	Gross Tonnage	Date of Build	Port of Survey <b>ROTTERDAM</b>
Moulded Dimensions: Length <b>50160 mm</b> Breadth <b>10050 mm</b> Depth <b>5334 mm</b>					Date of Survey <b>AUGUST 1952</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <b>+ 1300</b> tons					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables <b>.68 (ACTUAL .519)</b>					Particulars of Classification <b>* 100 A1 WHALING SERVICES.</b>

**DEPTH FOR FREEBOARD (D).**

Moulded depth ... **5334**

Stringer plate **9**

Sheathing on exposed deck **30 mm**

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

Depth for Freeboard (D) = **5343**

**DEPTH CORRECTION.**

(a) Where D is greater than Table depth (D-Table depth) R = **8.33(5343-3885)14713 = +179 mm**

(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) **10050 mm**

Standard Round of Beam =  $\frac{B \times 12}{50} =$  **201 mm**

Ship's Round of Beam = **195 mm**

Difference **6**

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{6}{4} \times .9245 = +1 mm$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	✓				
" overhang	✓				
R.Q.D. enclosed	✓				
" overhang	✓				
Bridge enclosed	✓				
" overhang aft	✓				
" overhang forward	✓				
F'cle enclosed	<b>4400</b>	<b>4400</b>	<b>2100</b>		<b>4400</b>
" overhang	✓				
Trunk aft	✓				
" forward	✓				
Tonnage opening aft	✓				
" forward	✓				
Total	<b>4450</b>	<b>4400</b>			<b>4400</b>

Standard Height of Superstructure **1.830**

" " R.Q.D. **-**

Deduction for complete superstructure **639 mm**

Percentage covered  $\frac{S}{L} =$  **7.55**

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

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

Percentage from Table, Line A. **3.78**  
(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 = **639 x .0378 = -24 mm**

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate <i>mm.</i>	Effective Ordinate		S M	Product
A.P. ...	739	1	739	1875	1840	739	1	739
$\frac{1}{2}$ L from A.P. ...	328	4	1312	825	790	328	4	1312
$\frac{2}{5}$ L " ...	82	2	164	151	116	82	2	164
Amidships ...	—	4	—	35	—	—	4	—
$\frac{3}{5}$ L from F.P. ...	164	2	328	45	10	10	2	20
$\frac{1}{2}$ L " ...	657	4	2628	150	115	115	4	460
F.P. ...	1479	1	1479	465	430	430	1	430
Total ...			6650					3125

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{3525}{18} \left( .75 - .0378 \right) = +140 mm$

If limited on account of midship superstructure. **✓**

Mean actual sheer aft = **Excess.**

Mean standard sheer aft =

Mean actual sheer forward = **Deficient.**

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **Deficient sheer.**

" " aft of " =

### Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = **5343**

Summer freeboard = **860**

Moulded draught (d) = **4483**

Keel allowance =

Extreme draught

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{48} = 93 mm = 9 cm$

Addition for Winter North Atlantic Freeboard (if required) = **93 + 51 = 144 mm = 14 cm**

### 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 =  $\frac{\Delta}{40 T}$  inches

= **8 cm**

### TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **NIL**

Depth Correction ... **179**

Deduction for superstructures ... **24**

Sheer correction ... **140**

Round of Beam correction ... **1**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+	-
<b>179</b>	<b>-</b>
<b>-</b>	<b>24</b>
<b>140</b>	<b>-</b>
<b>1</b>	<b>-</b>
<b>-</b>	<b>-</b>
<b>-</b>	<b>-</b>
<b>320</b>	<b>24</b>
<b>+ 296</b>	
<b>Summer Freeboard = 863</b>	

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

Tropical Fresh Water Line above Centre of Disc	... <b>17 cm</b>	Tropical Fresh Water Freeboard	... <b>69</b>
Fresh Water Line	... <b>8</b>	Fresh Water	... <b>78</b>
Tropical Line	... <b>9</b>	Tropical	... <b>77</b>
Winter Line below	... <b>9</b>	Winter	... <b>95</b>
Winter North Atlantic Line	... <b>14</b>	Winter North Atlantic	... <b>100</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 ANCHALING SERVICES

Names of sister ships (A.M. 1) - (A.M. 15)

Builder's name and yard number                     

Owners NETERLANDISCHE M.Y. VOOR DE WALVISCHVAART

Fee £ 195



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