

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

31 AUG 1949

Ship's Name T. S. S. "GEMMA"	Official Number	Nationality and Port of Registry Dutch Willemstad	Gross Tonnage	Date of Build 1949	Port of Survey Sunderland
Moulded Dimensions: Length 383.0' Breadth 62.50' Depth 18.75'					Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 8495 tons (15-11/4")					Surveyor's Signature D. Forsyth
Coefficient of fineness for use with Tables .807					Particulars of Classification + 100A.1. Carrying Petroleum in Bulk (Contemplated)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 18.75'	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 62.50'
Stringer plate (.48") .04'	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 15"$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 16"
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed	70.25		7.5'		
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed					
„ overhang aft					
„ overhang forward					
F'cle enclosed	44.50		7.5		
„ overhang					
Trunk aft			7.5		
„ forward					
Tonnage opening aft					
„ „ forward					
Total					

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		27.50		1	
$\frac{1}{4}$ L from A.P.		4		3.00		4	
$\frac{2}{8}$ L „ „ SEE SKETCH		2		-		2	
Amidships		4		-		4	
$\frac{2}{8}$ L from F.P.		2		-		2	
$\frac{1}{4}$ L „ „ SEE SKETCH		4		1.50		4	
F.P.		1		51.00		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 =
L

„ „ aft of „ =

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 1/2 ins. per 100 ft.

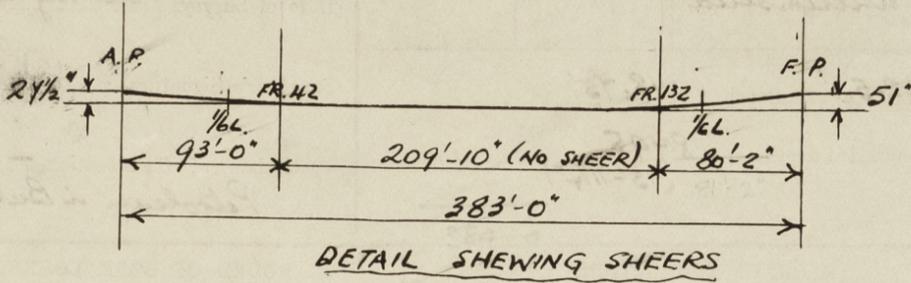
Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line T = Deduction = $\frac{\Delta}{40 T}$ inches	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient
Depth to Freeboard Deck = Ft.		Depth Correction
Summer freeboard =		Deduction for superstructures
Moulded draught (d) =		Sheer correction
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =		Round of Beam correction
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard =

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.

Displacement at 16'-6" draught = 9046 tons.
Tons per inch " " " = 49.9



Trade of ship Tanker.

Names of sister ships T.S.S. 'GALEOMMA' (Sld. H.A. Rpt. N° 34461), T.S.S. 'GANESSELLA' (Sld. H.A. Rpt. N° 34462) & T.S.S. 'GOMPHINA' (Sld. H.A. Rpt. N° 34847).

Builder's name and yard number Messrs J.L. Thompson & Sons, Ltd., Sunderland. Yard N° 663.

Owners N.V. Curacaosche Scheepvaart Maatschappij, The Hague, Holland.
(Will be charged on F.E. Report)

Fee £

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Foundation