

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

30 DEC 1953

| | | | | | |
|--|-----------------------------|--|---------------------------------|---------------------------------|---|
| Ship's Name "Margit" | Official Number ✓ | Nationality and Port of Registry Danish Copenhagen | Gross Tonnage 4966.75 | Date of Build 1953-10 | Port of Survey Nagasaki |
| Moulded Dimensions: Length 405.40 Breadth 57.46 Depth 28.29 ^{2nd deck} <small>CL. OF ROOFS STOCK.</small> | | | | | Date of Survey 20th October 1953 |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 11605 ^{2nd deck} 15375 ^{upper deck.} tons | | | | | Surveyor's Signature W. J. J. J. |
| Coefficient of fineness for use with Tables 0.715 | | | | | Particulars of Classification +100 A1 <i>(class contemplated)</i> |

| DEPTH FOR FREEBOARD (D). | DEPTH CORRECTION. | ROUND OF BEAM CORRECTION. |
|---|---|--|
| Moulded depth ... 28.25, 36.75 | (a) Where D is greater than Table depth (D-Table depth) R = (28.78-27.00) 3.0 = +6.34" | Moulded Breadth (B) 57.5 |
| Stringer plate ^{2nd deck} 37 ... 0.3 | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 1.78 | Standard Round of Beam = $\frac{B \times 12}{50} =$ |
| Sheathing on exposed deck | If restricted by superstructures | Ship's Round of Beam 13.25 ^(SHEATHING) 13.80 |
| $T \left(\frac{L-S}{L} \right) =$ | | Difference NIL. UPPER DECK. NIL |
| Depth for Freeboard (D) = 28.78 | | Restricted to |
| | | Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{13.80}{4} \times 0.0058 = +0.02"$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) | |
|-------------------------|-------------------------|--|--------|-------------------|----------------------|--|
| Poop enclosed ... | 24.08 | 24.08 | | | 24.08 | Standard Height of Superstructure 4.50' |
| " overhang ... | 1.15 | .58 | | | .58 | " R.Q.D. ... |
| R.Q.D. enclosed ... | | | | | | Deduction for complete superstructure 42.00" |
| " overhang ... | | | | | | Percentage covered $\frac{S}{L} = 100$ |
| Bridge enclosed ... | 375.64 | 375.64 | 2.0 | | 375.64 | " $\frac{S_1}{L} =$ |
| " overhang aft ... | | | | | | " $\frac{E}{L} =$ } 99.42 |
| " overhang forward ... | | | | | | Percentage from Table, Line A. 99.28 |
| F'cle enclosed ... | 40.78 | | | | | (corrected for absence of forecastle (if required)) ✓ |
| " overhang ... | 1.00 | | | | | Percentage from Table, Line B. ✓ |
| Trunk aft ... | | | | | | (corrected for absence of forecastle (if required)) ✓ |
| " forward ... | | 1/2 DIFF. | | | | Interpolation for bridge less than .2L (if required) ✓ |
| Tonnage opening aft ... | 4.10 | 2.34 | | | 2.34 | Deduction = 42.00 × 99.28 = 41.70" |
| " forward ... | | | | | | |
| Total ... | 405.00 | 402.64 | | | 402.64 | |

SHEER CORRECTION.

ACTUAL TWEEN DECK HEIGHT = 8.00'
STANDARD " " = 7.50'
EXCESS = .50'

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ... | 50.50 | 1 | | 50.50 | 56.5 | 62.50 | 1 | | 62.50 |
| 1/2 L from A.P. ... | 22.47 | 4 | | 89.88 | 25.2 | 27.81 | 4 | | 111.24 |
| 1/2 L " ... | 5.555 | 2 | | 11.11 | 6.25 | 6.38 | 2 | | 13.76 |
| Amidships ... | | 4 | | | 0 | | 4 | | |
| 1/2 L from F.P. ... | 11.11 | 2 | | 22.22 | 11.85 | 12.41 | 2 | | 24.82 |
| 1/2 L " ... | 44.945 | 4 | | 179.78 | 47.5 | 50.19 | 4 | | 200.76 |
| F.P. ... | 101.00 | 1 | | 101.00 | 106.8 | 112.80 | 1 | | 112.80 |
| Total ... | | | | 454.49 | +6.0" | | | | 525.88 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{S}{2L} \right) = \frac{71.39 \times 25}{18} = -0.99"$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

| Deduction for Tropical Freeboard. | Deduction for Fresh Water. | TABULAR FREEBOARD corrected for Flush Deck (if required) | | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|--|---|---|------------------|------|---|-------------------------------|---|-------|------------------|---|-----|--------------------------|---|-----|--|---|---|-------------------------------------|---|---|--|-------------|--------------|
| Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 28.78 Summer freeboard = 3.13 Moulded draught (d) = 25.65 Deduction for Tropical Freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.41 = 165mm. Addition for Winter North Atlantic Freeboard (if required) = ✓ | Displacement in salt water at summer load water line $\Delta =$ 12382 tons Tons per inch immersion at summer load water line $T =$ 45.8 Deduction = $\frac{\Delta}{40 T}$ inches = 6.46" 140 mm. | Correction for coefficient $\frac{714 \times 68}{136} = \frac{1394}{136}$ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td>6.34</td> <td>✓</td> </tr> <tr> <td>Deduction for superstructures</td> <td>✓</td> <td>41.70</td> </tr> <tr> <td>Sheer correction</td> <td>✓</td> <td>.99</td> </tr> <tr> <td>Round of Beam correction</td> <td>✓</td> <td>.02</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> <tr> <td></td> <td>5.36</td> <td>42.69</td> </tr> </tbody> </table> Summer Freeboard = 34.55 = 955mm. | | + | - | Depth Correction | 6.34 | ✓ | Deduction for superstructures | ✓ | 41.70 | Sheer correction | ✓ | .99 | Round of Beam correction | ✓ | .02 | Correction for Thickness of Deck amidships | ✓ | ✓ | Other corrections, scantlings, etc. | ✓ | ✓ | | 5.36 | 42.69 |
| | + | - | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | 6.34 | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | ✓ | 41.70 | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | ✓ | .99 | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | ✓ | .02 | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | ✓ | ✓ | | | | | | | | | | | | | | | | | | | | | | | | |
| | 5.36 | 42.69 | | | | | | | | | | | | | | | | | | | | | | | | |

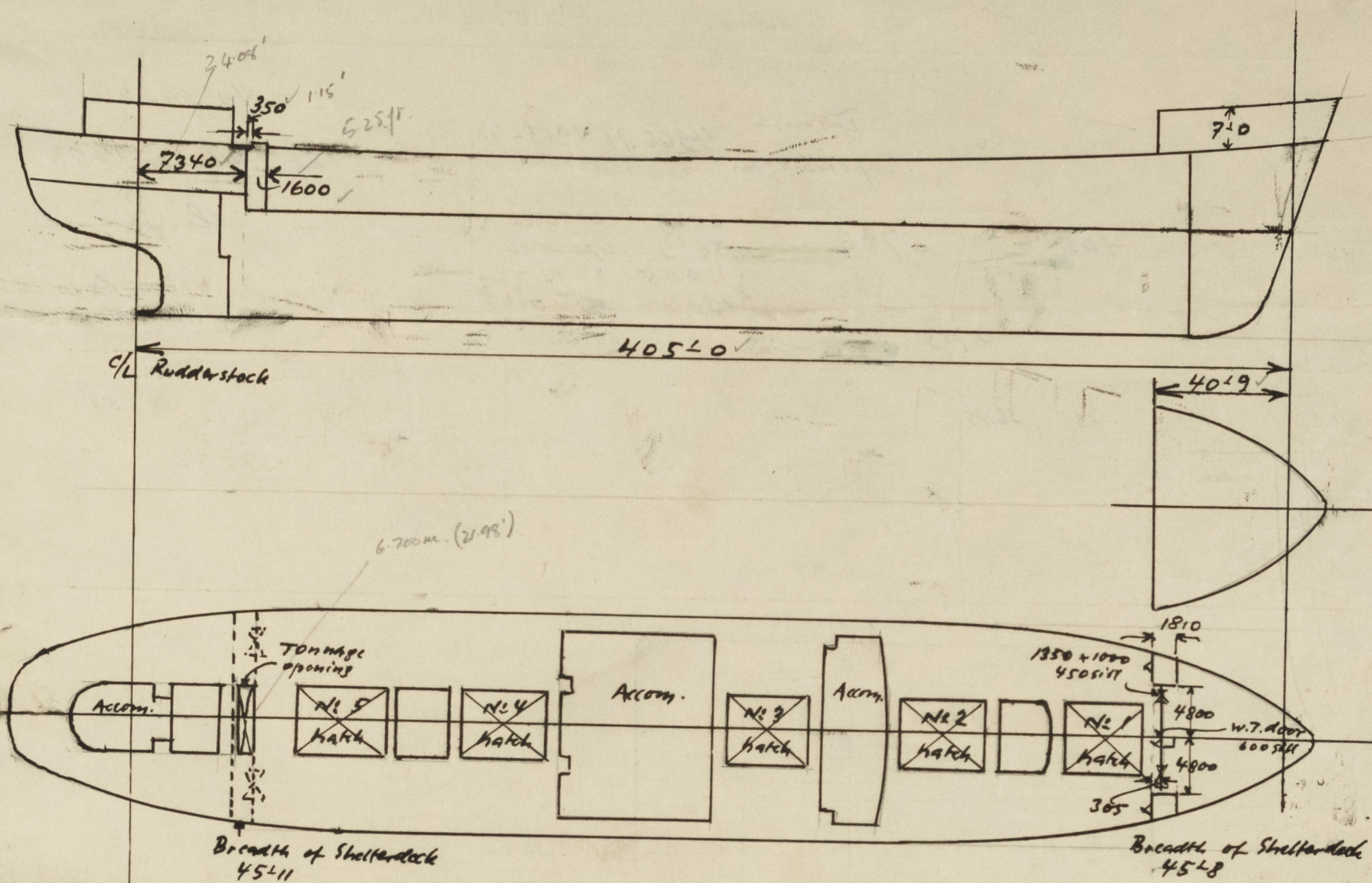
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

FREEBOARDS
ASSIGNED
BY
DANISH GOV^{ty}

| | |
|--|-------|
| Tropical Fresh Water Line above Centre of Disc | 325.1 |
| Fresh Water Line | 165.1 |
| Tropical Line | 160.1 |
| Winter Line below | 160.1 |
| Winter North Atlantic Line | ✓ |

| | |
|--------------------------------|--------|
| Tropical Fresh Water Freeboard | 645.1 |
| Fresh Water | 305.1 |
| Tropical | 310.1 |
| Winter | 1130.1 |
| 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.



| | Plate | Stiffener | Spar | End attachment | Openings | Sill | Height casing |
|---------------------|---------|--------------------|------|-----------------------|---|---------|---------------|
| Forecastle | .26 | 2 x 2 1/2 x 30 | 30" | welded bottom | 1 w.t. door 2 steel door 2 tonnage openings | 600 450 | 7'0" |
| After tonnage b'ld. | .26 .28 | 3 1/2 x 2 1/2 x 30 | 30" | none | none | " | 8'0" |
| Fore tonnage b'ld. | .26 | 6 x .44 | 30" | welded top and bottom | 2 tonnage openings | " | amidships |

Freeboard assigned by the Danish Authorities.

| | | | |
|----------------------|-----|----------------------|-----------------|
| Moulded displacement | 23' | 10710 m ³ | 44.30 Tons/inch |
| " | 24' | 11230 " | 44.85 " |
| " | 25' | 11770 " | 45.38 " |
| " | 26' | 12310 " | 45.92 " |

Trade of ship General Trade

Names of sister ships

Builder's name and yard number A/S. Narskov Skibsværft yard N: 133.

Owners D/S. Myren A/S.

Fee £



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