

Preliminary - From particulars supplied  
by builders.

No previous  
survey

Index No. \_\_\_\_\_  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

26 JUN 1951

Ship's Name <b>NAKSKOV</b> <b>133.</b>	Official Number	Nationality and Port of Registry <b>DANISH.</b>	Gross Tonnage	Date of Build	Port of Survey <b>Copenhagen</b>
Moulded Dimensions: Length <b>405.0</b> Breadth <b>57.50</b> Depth <b>28.75</b>					Date of Survey <b>22.6.51</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature <b>[Signature]</b>
Coefficient of fineness for use with Tables <b>.715</b>					Particulars of Classification <b>100A1</b> <b>class contemplated.</b>

DEPTH FOR FREEBOARD (D).	
Moulded depth	<b>28.75</b>
Stringer plate	<b>.03</b>
Sheathing on exposed deck	
$T \left( \frac{L-S}{L} \right) =$	
Depth for Freeboard (D) =	<b>28.78</b>

DEPTH CORRECTION.	
(a) Where D is greater than Table depth (D-Table depth) R =	<b>(28.78 - 27.00) x 3 = +5.34</b>
(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)	<b>57.50</b>
Standard Round of Beam = $\frac{B \times 12}{50}$	<b>13.80</b>
Ship's Round of Beam	<b>NIL</b>
Difference	<b>13.80</b>
Restricted to	
Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b><math>\frac{13.80 \times 0.059}{4} = +0.2</math></b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	24.08	24.08	8.5		24.08
" overhang	1.00	0.50			0.50
R.Q.D. enclosed					
" overhang					
Bridge enclosed	375.67	375.67	8.0		375.67
" overhang aft					
" overhang forward					
Fore enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft	4.25	2.37	8.75		2.37
" forward					
Total	405.00	402.62			402.62

Standard Height of Superstructure	<b>7.50</b>
" " R.Q.D.	
Deduction for complete superstructure	<b>42.00</b>
Percentage covered $\frac{S}{L} =$	<b>100.00</b>
" $\frac{S_1}{L} =$	<b>99.41</b>
" $\frac{E}{L} =$	<b>99.41</b>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	<b>.9927</b>
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction = <b>42.00 x .9927 = -41.69</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	50.50	1			50.50	56.50	1		56.50
$\frac{1}{2}L$ from A.P.		4			22.48	25.14	4		100.56
$\frac{1}{2}L$ "		2			5.56	6.22	2		12.44
Amidships		4					4		
$\frac{1}{2}L$ from F.P.		2			11.12	11.68	2		23.36
$\frac{1}{2}L$ "		4			44.96	47.15	4		188.60
F.P.	101.00	1			101.00	107.00	1		107.00
Total				454.50	46.0				487.46

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

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

Length of enclosed superstructure forward of amidships = **23.54**  
" aft of " = **190.44**

Correction = Difference between sums of products  $\left( \frac{.75 - S}{2L} \right) = \frac{35.98 - 32.96}{18} \times (.75 - .50) = -0.4997 = -0.50$   
If limited on account of midship superstructure. If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **28.78**  
Summer freeboard = **3.19**  
Moulded draught (d) = **25.59**

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches =

Addition for Winter North Atlantic Freeboard (if required) =

## 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 Correction ... **5.34**  
Deduction for superstructures ... **41.69**  
Sheer correction ... **0.46**  
Round of Beam correction ... **.02**  
Correction for Thickness of Deck amidships ...  
Other corrections, scantlings, etc. ...

Summer Freeboard = **38.21**

## 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	...

Builders figure 7801 mm moulded = 25.6'

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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.

Trade of ship \_\_\_\_\_

Names of sister ships \_\_\_\_\_

Builder's name and yard number \_\_\_\_\_

Owners \_\_\_\_\_

Fee £ \_\_\_\_\_



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