

Rpt. No. 1990.

21 JUL 1941

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. (For London Office only).

36576.

Ship's Name <b>Kockmoro M/T 227. "FALSTERBOHNS."</b>	Official Number	Nationality and Port of Registry <b>Swedish Göteborg.</b>	Gross Tonnage <b>alt. 10100</b>	Date of Build <b>1941</b>	Port of Survey <b>Malmö</b>
Moulded Dimensions: Length <b>480.82'</b> Breadth <b>66.0'</b> Depth <b>38.50'</b> <i>to centre of stow</i>					Date of Survey <b>Whilst building.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>23020</b> tons					Surveyor's Signature <b>Adundén</b>
Coefficient of fineness for use with Tables <b>.7758</b>					Particulars of Classification <b>100A1 Carrying Petroleum in bulk. (Contingent)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>38.500</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(38.56 - 32.06) 3 = +19.50</b> <b>6.50</b>	Moulded Breadth (B) <b>66.00'</b>
Stringer plate ... <b>.76"</b> ... <b>0.063</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>15.83"4</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>-</b>	Ship's Round of Beam = <b>18.70"</b>
Depth for Freeboard (D) = <b>38.563</b>		Difference <b>2.86</b>
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{2.86}{4} \times .5862 = -.42$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Peop enclosed ...	101.00'	101.00	7.75'	-	101.00
.. overhang ...					
R.Q.D. enclosed ...					
.. overhang ...					
Bridge enclosed ...	40.47'	40.47	7.75'	-	40.47
.. overhang aft ...					
.. overhang forward ...					
F'cle enclosed ...	57.48'	57.48	8.25'	-	57.48
.. overhang ...					
Trunk aft ...					
.. forward ...					
Tonnage opening aft ...					
.. forward					
Total ...	198.95'	198.95			198.95

Standard Height of Superstructure	7.5'
" " R.Q.D.	-
Deduction for complete superstructure	42
Percentage covered $\frac{S}{L} =$	} 41.38
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A	Taken 32.38
(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 =	42 x .3238 = -13.60

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	58.08	1		58.08	40.25"	40.25	1		40.25
$\frac{1}{2}$ L from A.P. ...	25.85	4		103.40	2.38"	2.38	4		9.52
$\frac{3}{8}$ L ..	6.39	2		12.78	0.	-	2		-
Amidships ...	-	4		-	0.	-	4		-
$\frac{3}{8}$ L from F.P. ...	12.78	2		25.56	0.	-	2		-
$\frac{1}{2}$ L ..	57.69	4		206.76	6.50"	6.50	4		26.00
F.P. ...	116.16	1		116.16	80.50"	80.50	1		80.50
Total ...				522.74					156.27

Mean actual sheer aft =  
Mean standard sheer aft = } **Deficient**

Mean actual sheer forward =  
Mean standard sheer forward = } **Deficient**

Length of enclosed superstructure forward of amidships =  
L

" " aft of " = } **Sheer Deficient**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{366.47}{18} \left( \frac{.75 - .2069}{.5431} \right) = +11.06$   
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.

Ft.  
Depth to Freeboard Deck =  
Summer freeboard =  
Moulded draught (d) =

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

*See back of Rpt.*

TABULAR FREEBOARD corrected for Flush Deck (if required).  
Correction for coefficient  $\frac{.776 + .68}{1.36} = \frac{1.456}{1.36}$

	+	-
Depth Correction ...	19.50	-
Deduction for superstructures ...	-	13.60
Sheer correction ...	11.06	-
Round of Beam correction ...	-	.42
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc. ...	-	-
	30.56	14.02
Summer Freeboard =	105.30	

82.90  
88.76  
87.8  
22.7.41

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Steel**, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	388	Tropical Fresh Water Freeboard ...	2287
Fresh Water Line " " ...	199	Fresh Water " " ...	2476
Tropical Line " " ...	189	Tropical " " ...	2486
Winter Line below " " ...	189	Winter " " ...	2864
Winter North Atlantic Line " " ...	311	Winter North Atlantic " " ...	2986

2675 1/2  
2287  
2476  
2486  
2864  
2986



# Fealsterbohus.

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 tons / inch immersion:-

Moulded draught.	Displacement	Tons / inch.
75% 28.875'	20060 tons.	65.70
80% 30.800'	21590 "	66.70
85% 32.725'	23120 "	67.60

20060  
795  
20855

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £

Kockmans Mek. Verkstads A.-B. Yard No. 226. "1/2" "Malmström".

Kockmans Mek. Verkstads A.-B. Yard No. 227.

Tralleborgs Ängfartygs Nya A.-B. Tralleborg.



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