

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

No. 28571

| | | | | | |
|--|-----------------|--|--|-------------------------------|---|
| Ship's Name S.S. "SAIDJA" | Official Number | Nationality and Port of Registry DUTCH SGRAVENHAGE | Gross Tonnage NOT YET MEASURED 6671.26 | Date of Build 1939. | Port of Survey Rotterdam |
| Moulded Dimensions: Length 131.411 M² Breadth 19.050 M² Depth 7.467 M² | | | | | Date of Survey 18th of September 1939 |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 12660 M³ tons | | | | | Surveyor's Signature L. M. W. |
| Coefficient of fineness for use with Tables .797 | | | | | Particulars of Classification * 100 A 1 Carrying Petroleum in Bulk contemplated. |

| | | | | | |
|----------------------------------|----------------------|---|--|--|---|
| Depth for Freeboard (D). | | Depth correction. | | Round of Beam correction. | |
| Moulded depth ... | 7.467 M ² | (a) Where D is greater than Table depth (D - Table depth) R = | | Moulded Breadth (B) = | 19.050 |
| Stringer plate ... | 15 | (b) Where D is less than Table depth (if allowed) (Table depth - D) R = | | Standard Round of Beam = $\frac{B \times 22}{50}$ | .381 |
| Sheathing on exposed deck | | 8.33 (8.761 - 7.482) 30 = -320 M ² . | | Ship's Round of Beam = | .380 |
| T $\left(\frac{L-S}{L}\right) =$ | | If restricted by superstructures $320 \times \frac{2134}{2290} = -298 M2$ | | Difference deficient | 1 M ² . |
| Depth for Freeboard (D) = | 7.482 | | | Restricted to | |
| | | | | Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right)$ | $= \frac{1}{4} \times 2334 = \text{Nil.}$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed ... | 31.993 | 31.993 | 2134 | 2134/2290 | 29.815 |
| „ overhang ... | | | | | |
| R.Q.D. enclosed ... | | | | | |
| „ overhang ... | | | | | |
| Bridge enclosed ... | | | | | |
| „ overhang aft ... | | | | | |
| „ overhang forward ... | | | | | |
| Fore enclosed ... | 18.439 | 18.439 | 3201 | ✓ | 18.439 |
| „ overhang ... | | | | | |
| Trunk aft ... | 50.979 | 50.328 | 2134 | 2134/2290 | 46.900 |
| „ forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| „ „ forward | | | | | |
| Total ... | 50.432 | 100.760 | | | 95.154 |

| | |
|---|--------------------------------------|
| Standard Height of Superstructure | 2290 M ² |
| „ „ R.Q.D. | ✓ |
| Deduction for complete superstructure | 1067 M ² |
| Percentage covered $\frac{S}{L} =$ | 38.38 |
| „ „ $\frac{S_1}{L} =$ | 76.66 |
| „ „ $\frac{E}{L} =$ | 72.41 |
| Percentage from Table, Line A. TANKER | 65.96 |
| (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 = | 1067 × 65.96 = -704 M ² . |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. ... | 1349 | 1 | | 1349 | 693 | 693 | 1 | | 693 |
| 1/4 L from A.P. ... | 599 | 4 | | 2396 | 310 | 310 | 4 | | 1240 |
| 1/2 L „ ... | 150 | 2 | | 300 | 77 | 77 | 2 | | 154 |
| Amidships ... | - | 4 | | - | - | - | 4 | | - |
| 3/4 L from F.P. ... | 300 | 2 | | 600 | 140 | 140 | 2 | | 280 |
| 1/4 L „ ... | 1198 | 4 | | 4792 | 574 | 574 | 4 | | 2296 |
| F.P. ... | 2697 | 1 | | 2697 | 1295 | 1295 | 1 | | 1295 |
| Total ... | | | | 12124 | | | | | 5958 |

Mean actual sheer aft = Deficient
Mean standard sheer aftMean actual sheer forward = Deficient.
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = } Deficient
L aft of „ = } sheer.Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{6176(.75 - .1919)}{18} = +192 M².$
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.Ft.
Depth to Freeboard Deck = 4.482
Summer freeboard = 1.130
Moulded draught (d) = 6.352Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = 132 M² = 13 cms$
Addition for Winter North Atlantic Freeboard (if required) = $132 + 108 = 240 M² = 24 cms$

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 12742 M^3$
T_{imm} per inch immersion at summer load water line
T = 21.91 M³
Deduction = $\frac{\Delta}{40 T} \text{ inches} = 146 M²
= 15 cms.$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.97 + .68}{1.36} = \frac{1.477}{1.36}$ Depth Correction ... 298
Deduction for superstructures ... 704
Sheer correction ... 192
Round of Beam correction ...
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...1782 M² ✓
1935 M² ✓+ -
298
704
192
192 1002 - 810 M²
Summer Freeboard = 1125 M²SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Steel~~, Steel, Deck:Tropical Fresh Water Line above Centre of Disc ... 28 cms
Fresh Water Line „ „ ... 15 „
Tropical Line „ „ ... 13 „
Winter Line below „ „ ... 13 „
Winter North Atlantic Line „ „ ... 24 „Tropical Fresh Water Freeboard ... 85 „
Fresh Water „ „ ... 98 „
Tropical „ „ ... 100 „
Winter „ „ ... 126 „
Winter North Atlantic „ „ ...

29 SEP 1939

S.S. Saidja.

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.

Equivalent Length of Trunk.

$$6.644 \times \frac{15.415}{19.050} = 5.376 \checkmark$$

$$64.426 \times \frac{11.680}{19.050} = 39.500$$

$$9.909 \times \frac{10.482}{19.050} = \frac{5.452}{50.328} \checkmark$$

bevelled width = 19.090 at a point
31.993 M fore of A.P.

bevelled length of tapered portion at fore
end of trunk = 9.909 M.

Trade of ship Atlantic trade

Names of sister ships ✓

Builder's name and yard number Rotterdamsche Droogdok Maatschappij Yardnumber 213

Owners N.V. Nederlandsch Indische Tankstoomboot Maatschappij

Fee 216.00



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