

8 - JAN 1948

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <u>"Singkep."</u>	Official Number ✓	Nationality and Port of Registry <u>Netherlands</u> <u>Amsterdam</u>	Gross Tonnage <u>6607.09</u>	Date of Build <u>1922</u>	Port of Survey <u>Amsterdam</u>
Moulded Dimensions: Length <u>128.02</u> Breadth <u>16.61</u> Depth <u>10.973</u>					Date of Survey <u>28-12-47</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Surveyor's Signature <u>[Signature]</u>
Coefficient of fineness for use with Tables <u>.815 assumed</u>					Particulars of Classification <u>100 A1</u>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>1097.4 mm</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>8.33 (11.042 - 8.535) 30 = + 627 m.m. ✓</u>	Moulded Breadth (B) <u>16.61</u>
Stringer plate <u>17 mm</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>332 m.m. ✓</u>
Sheathing on exposed deck <u>70 mm</u>		Ship's Round of Beam = <u>330 m.m. ✓</u>
$T \left(\frac{L-S}{L} \right) = 70 \left(\frac{128.02-33.25}{128.02} \right) =$ <u>52 m.m.</u>		Difference <u>2. ✓</u>
Depth for Freeboard (D) = <u>11042 m.m.</u>	If restricted by superstructures ✓	Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{2}{4} \times 7443 =$ <u>NIL ✓</u>

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed Equip. ...	<u>11.580</u>	<u>11.580</u>	<u>2248</u>	<u>2248/2290</u>	<u>11.368</u>
" overhang ...	<u>0.630</u>	<u>.315</u>	VIRTUAL	"	<u>.309</u>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<u>7.920</u>	<u>7.920</u>	<u>2248</u>	<u>2248/2290</u>	<u>7.775</u>
" overhang aft ...			VIRTUAL		
" overhang forward ...	<u>0.920</u>	<u>.460</u>	<u>2248</u>	<u>2248/2290</u>	<u>.452</u>
F'cle enclosed ...	<u>12.200</u>	<u>12.200</u>	<u>2248</u>	<u>2248/2290</u>	<u>11.976</u>
" overhang ...			VIRTUAL		
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<u>33.25</u>	<u>32.475</u>			<u>31.880</u>

Standard Height of Superstructure 2290 m.m. ✓

" " R.Q.D. ✓

Deduction for complete superstructure 1067 m.m. ✓

Percentage covered $\frac{S}{L} =$ 25.97 ✓

" $\frac{S_1}{L} =$ 25.37 ✓

" $\frac{E}{L} =$ 24.90 ✓

Percentage from Table, Line A. 12.45 ✓

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 15.79 ✓

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)
12.45 + (3.34 x .0642) = 13.52 ✓

Deduction = 1067 x 13.52 = -144 m.m. ✓

SHEER CORRECTION.							
Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ...	<u>1320</u>	1	<u>1320</u>	<u>1.16 m</u>	<u>1160</u>	1	<u>1160</u>
$\frac{1}{4}$ L from A.P. ...	<u>587</u>	4	<u>2348</u>	<u>0.45 m</u>	<u>450</u>	4	<u>1800</u>
$\frac{2}{4}$ L " ...	<u>147</u>	2	<u>294</u>	<u>0.05 m</u>	<u>50</u>	2	<u>100</u>
Amidships ...		4				4	
$\frac{3}{4}$ L from F.P. ...	<u>233</u>	2	<u>586</u>	<u>0.45 m</u>	<u>450</u>	2	<u>900</u>
$\frac{1}{4}$ L " ...	<u>1173</u>	4	<u>4692</u>	<u>1.53 m</u>	<u>1530</u>	4	<u>6120</u>
F.P. ...	<u>2641</u>	1	<u>2641</u>	<u>2.95 m</u>	<u>2950</u>	1	<u>2950</u>
Total ...			<u>11881</u>				<u>13030</u>

Mean actual sheer aft = Deficient : 76.5% ✓

Mean standard sheer aft =

Mean actual sheer forward = Excess ✓

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" aft of =

Sheer aft :- Standard

1320	1	1320	1160
587	4	2348	450
147	2	294	50
233	2	586	450
1173	4	4692	1530
2641	1	2641	2950
		<u>3527</u>	<u>2660</u>

76.5% ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1149}{18} \left(.75 - \frac{1299}{2290} \right) = -39 m.m.$

If limited on account of midship superstructure. Yes. Nil.

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 = <u>11.060</u> Summer freeboard = <u>2.670</u> Moulded draught (d) = <u>8.390</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>1748 = 17 cms</u> 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 = <u>19 as before</u>	TABULAR FREEBOARD corrected for Fresh Deck (if required) Correction for coefficient <u>1.36</u> Depth Correction <u>627</u> Deduction for superstructures <u>144</u> Sheer correction <u>-</u> Round of Beam correction <u>18</u> Correction for Thickness of Deck amidships <u>-</u> Other corrections, scantlings, etc. <u>-</u> Summer Freeboard = <u>2671</u>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, ~~Steel~~, Deck :-

Tropical Fresh Water Line above Centre of Disc	<u>36 ... cm ✓</u>	Tropical Fresh Water Freeboard	<u>231 ... " ✓</u>
Fresh Water Line " "	<u>19 ... " ✓</u>	Fresh Water " "	<u>248 ... " ✓</u>
Tropical Line " "	<u>17 ... " ✓</u>	Tropical " "	<u>250 ... " ✓</u>
Winter Line below " "	<u>17 ... " ✓</u>	Winter " "	<u>28.4 ... " ✓</u>
Winter North Atlantic Line " "	<u>- ... " ✓</u>	Winter North Atlantic " "	<u>- ... " ✓</u>

S/S. SINGKEP.

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.

$$\text{Poop} = \frac{9.75 \text{ M.} - 2.46}{12.21 \text{ m.}}$$

$$\text{Recesses} = \frac{2.46 \times 1.15 \times 2 + 5.60 \times 0.66}{14.90} = \frac{0.633}{11.58} \approx \text{Equivalent metres}$$

Overhang $\cdot 633$ equivalent.

5.658
3.694
9.352
6276

Trade of ship Ocean going.

Names of sister ships M. S. Laparosa ~ similar

Builder's name and yard number Netherland's Shipbuilding Co. No. 165.

BHG Owners Maatschappij Nederland.

Fee fl. 245.00



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