

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having POOP, BRIDGE & FORECASTLE Port of Survey London

(Type of Superstructures.)

Date of Survey 18th Dec 1931

Name of Surveyor Edw. Turing

| | | | | |
|--|--|--------------------------------|------------------------------|------------------------------|
| Ship's Name SÖBORG <i>now name of Hamlet</i> | Nationality and Port of Registry <u>Danish Copenhagen</u> | Official Number <u>1992</u> | Gross Tonnage <u>1924</u> | Date of Build <u>1924</u> |
|--|--|--------------------------------|------------------------------|------------------------------|

Moulded Dimensions: Length Breadth Depth

Moulded displacement at moulded draught = 85 per cent. of moulded depth tons

Coefficient of fineness for use with Tables

Particulars of Classification + 100 A1.

| | | |
|--|--|---|
| <p>Depth for Freeboard (D)</p> <p>Moulded depth</p> <p>Stringer plate</p> <p>Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <u> </u></p> <p>Depth for Freeboard (D) = <u> </u></p> | <p>Depth correction</p> <p>(a) Where D is greater than Table depth (D - Table depth) R = <u> </u></p> <p>(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u> </u></p> <p>If restricted by superstructures <u> </u></p> | <p>Round of Beam correction</p> <p>Moulded Breadth (B) <u> </u></p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$ <u> </u></p> <p>Ship's Round of Beam = <u> </u></p> <p>Difference <u> </u></p> <p>Restricted to <u> </u></p> <p>Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u> </u></p> |
|--|--|---|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) | |
|----------------------------|-------------------------|--|--------|-------------------|----------------------|---|
| Poop enclosed | | | | | | Standard Height of Superstructure <u> </u> |
| " overhang | | | | | | " " R.Q.D. <u> </u> |
| R.Q.D. enclosed | | | | | | Deduction for complete superstructure <u> </u> |
| " overhang | | | | | | Percentage covered $\frac{S}{L} =$ <u> </u> |
| Bridge enclosed | | | | | | " " $\frac{S_1}{L} =$ <u> </u> |
| " overhang aft | | | | | | " " $\frac{E}{L} =$ <u> </u> |
| " overhang forward | | | | | | Percentage from Table, Line A. (corrected for absence of forecastle (if required)) |
| F'cle enclosed | | | | | | Percentage from Table, Line B. (corrected for absence of forecastle (if required)) |
| " overhang | | | | | | Interpolation for bridge less than 2L (if required) |
| Trunk aft | | | | | | Deduction = <u> </u> |
| " forward | | | | | | |
| Tonnage opening aft | | | | | | |
| " " forward | | | | | | |
| Total | | | | | | |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product | |
|---------------------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|---|
| A.P. | | 1 | | | | | 1 | | | Mean actual sheer aft = <u> </u> Mean standard sheer aft = <u> </u> |
| $\frac{1}{6}L$ from A.P. | | 4 | | | | | 4 | | | |
| $\frac{2}{6}L$ " | | 2 | | | | | 2 | | | Mean actual sheer forward = <u> </u> Mean standard sheer forward = <u> </u> |
| Amidships | | 4 | | | | | 4 | | | |
| $\frac{2}{6}L$ from F.P. | | 2 | | | | | 2 | | | Length of enclosed superstructure forward of amidships = <u> </u> " " aft of " " = <u> </u> |
| $\frac{1}{6}L$ " | | 4 | | | | | 4 | | | |
| F.P. | | 1 | | | | | 1 | | | |
| Total | | | | | | | | | | |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) =$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|---|---|--|---|---|--|---|-------------------------|--|--|--|--|--------------------------------------|--|--|--|--|-------------------------|--|--|--|--|---------------------------------|--|--|--|--|---|--|--|--|--|--|--|--|--|--|
| <p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = <u> </u></p> <p>Summer freeboard = <u> </u></p> <p>Moulded draught (d) = <u> </u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u> </u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u> </u></p> | <p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta =$ <u> </u></p> <p>Tons per inch immersion at summer load water line T = <u> </u></p> <p>Deduction = $\frac{\Delta}{40T}$ inches = <u> </u></p> | <p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;"></td> <td style="width: 5%;"></td> <td style="width: 45%; text-align: center;">+</td> <td style="width: 5%;"></td> <td style="width: 45%; text-align: center;">-</td> </tr> <tr> <td>Depth Correction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <p>Summer Freeboard = <u> </u></p> | | | + | | - | Depth Correction | | | | | Deduction for superstructures | | | | | Sheer correction | | | | | Round of Beam correction | | | | | Correction for Thickness of Deck amidships | | | | | Other corrections, scantlings, etc. | | | | |
| | | + | | - | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Depth Correction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Deduction for superstructures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Sheer correction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Round of Beam correction | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Correction for Thickness of Deck amidships | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Other corrections, scantlings, etc. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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 " " |

See Rpt C.11 attached for freeboards assigned
 Lloyd's Register Foundation

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | |
|---|----------------------|-------|--|--|--|--|--|--|--|
| Description of Hatchway | | | | | | | | | |
| Dimensions of Hatchway | | | | | | | | | |
| COAMINGS | Height above Deck | | | | | | | | |
| | Thickness | Sides | | | | | | | |
| | Stiffeners | Ends | | | | | | | |
| | Brackets, Stays | | | | | | | | |
| HATCH BEAMS | Number | | | | | | | | |
| | Spacing | | | | | | | | |
| | Scantling and Sketch | | | | | | | | |
| FORE AND AFTERS | Number | | | | | | | | |
| | Spacing | | | | | | | | |
| HATCH COVERS | Material | | | | | | | | |
| | Thickness | | | | | | | | |
| Spacing of Cleats | How fitted | | | | | | | | |
| | Bearing Surface | | | | | | | | |
| Number of Tarpaulins | Bearing Surface | | | | | | | | |
| | | | | | | | | | |

*Are wood fore and afters steel shod at all bearing surfaces?
 Are battens and wedges efficient and in good condition?
 Are tarpaulins in good condition and in accordance with rule requirements?
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

*For particulars of air pipes see Oslo Rpt N° 30919
 No provision is made for closing air pipes.*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes —

Particulars of Side Scuttles:

Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:

*No permanent gangways are fitted connecting Poop, Bridge & Forecastle.
 It is stated by master that when timber deck cargo is carried, the side uprights
 are carried above cargo and lifelines attached. also that temporary
 gangways are constructed on tops of deck cargo and fitted with lifelines*

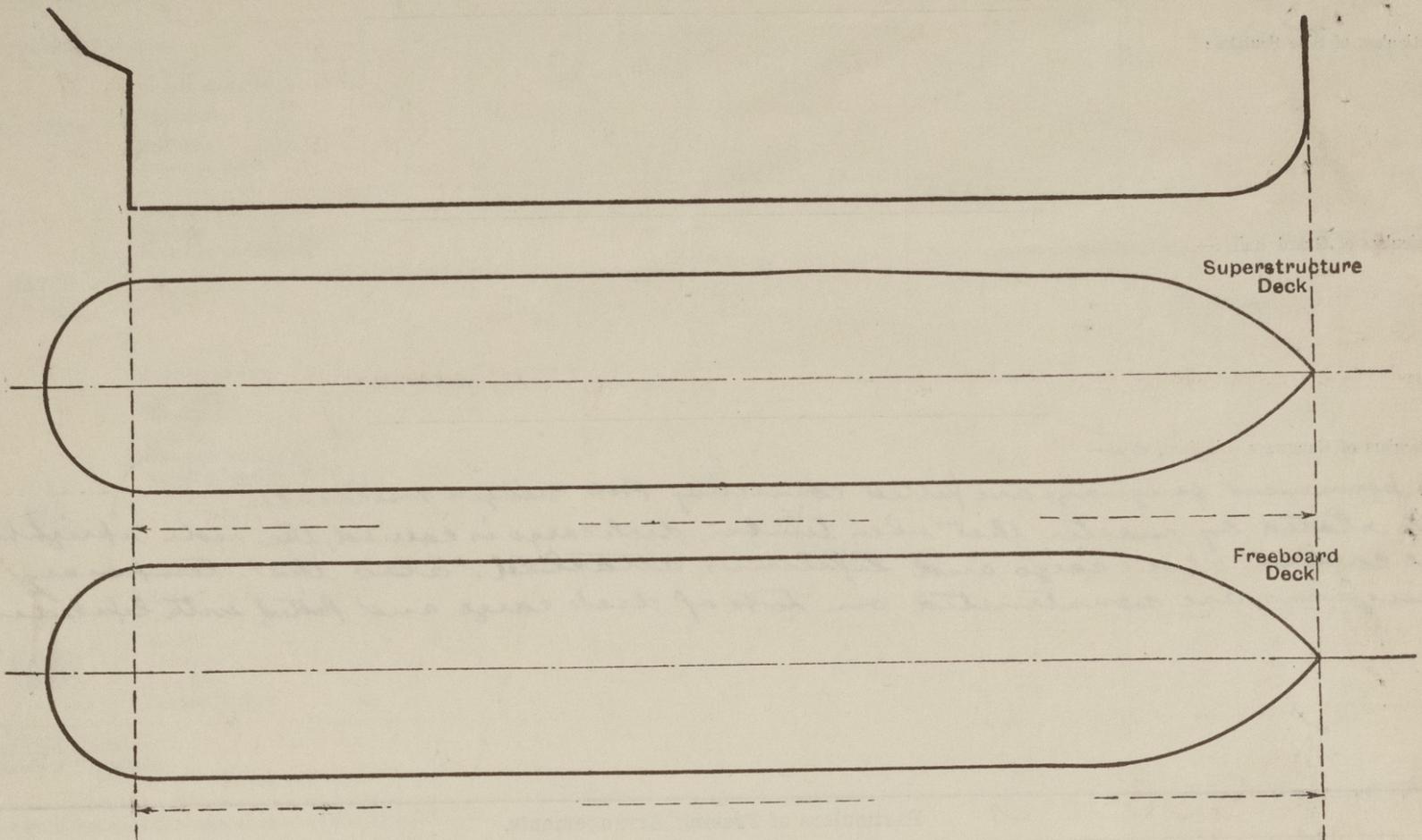
| Particulars of Freeing Arrangements. | | | | | | |
|--------------------------------------|-------------------|-------------------|-----------------------|------------------|----------------|---------------------|
| | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
| After Well | | | | | | |
| Forward Well | | | | | | |

State position of each freeing port ... After Well:—
 (F. and A. position and height above deck edge) Forward Well:—
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
 Additional area where sheer is less than standard.

| Particulars of Superstructures, Trunks, Casings, Deckhouses. | | | | | | | | |
|---|-----------|---------|---------------------|---------|-------------------------------|----------------------------------|-----------------|-------------------|
| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
| Poop Bulkhead | 21" x .40 | .34 | 5 1/2 x 3" x .40 BA | 2'-6" | LUGS T&B | 408 1/2" flat Port, No deadlight | 5'-3" | 7'-4" |
| Raised Quarter Deck Bulkhead | | | | | | | | |
| Bridge, After Bulkhead | | .25 | 3" x 2 1/2" x .25 A | 2'-3" | FREE T&B | 2 @ 5'-0" x 3'-1" | 21" | 7'-1" |
| Bridge, Forward Bulkhead | | | 3 1/2 x 1 x .30 | | | | | |
| Forecastle Bulkhead | | | | | | | | |
| Trunk, Aft | | | | | | | | |
| Trunk, Forward | | | | | | | | |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks | | | | | | | | |
| Exposed Machinery Casings on Superstructure Decks | | | | | | | | |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | 17" x .40 | .25 | 3 x 5 x .30 A | 2'-0" | TO BEAM TOP, FREE BOTTOM | none | | |
| Deckhouses on Flush Deck Ships | | | | | | | | |

| Particulars of Closing Appliances (state if capable of being manipulated from both sides). | |
|--|--|
| Poop Bulkhead | <i>Bronze frame port lights manipulated from inside only</i> |
| Raised Quarter Deck Bulkhead | <i>2 1/2" x 1 1/2" x 1 1/2" (approx)</i> |
| Bridge, After Bulkhead | <i>2" Weather boards in riveted channels full height.</i> |
| Bridge, Forward Bulkhead | <i>Port side: Hinged steel doors with hook bolts, in door in way opening in bulkhead. Bolt gripping stiffener inside & with wing nuts outside. Starboard side: Hinged steel door with studs in bulkhead & dog clamps. The above doors secured from outside only.</i> |
| Forecastle Bulkhead | |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks | |
| Exposed Machinery Casings on Superstructure Decks | |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | <i>No openings in machinery casing inside bridge space on freeboard deck.</i> |
| Deckhouses on Flush Deck Ships | |

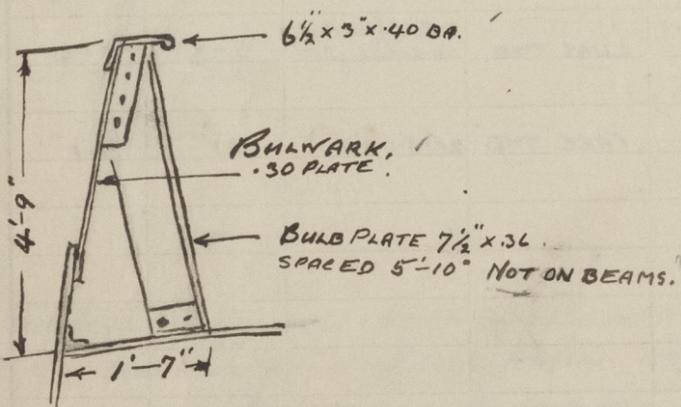
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

No permanent fittings are provided for securing lashings or uprights for timber deck cargo. It is stated that when timber deck cargo are carried uprights are secured to bulwark stanchions and thwartship lashings made at about half height and over tops of cargo. Steering gear is housed on poop and operated by telemotor control. Hand steering gear is housed in same house as steam gear.

Double bottom ballast tanks Nos 3, 4 & 5 have W.T. division on centre line. Total length of divided DB tanks is from frame No 32 to frame No 74. (30% of length)



Builder's name and yard number _____

Names of sister ships _____

Owners _____

Fee £ _____

Received by me _____

9:7:0
 11:15:3
 % to be rendered from
 for on receipt of advice
 from Oals as to help
 Rec'd 22/12
 to Oals



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