

TIMBER DK CARGO FBDS

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 17150
(For London Office only.)Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Prop, Bridge & DeckPort of Survey HelsingforsDate of Survey 9th Nov 1932

Name of Surveyor

Particulars of Classification + 100 A.1

Ship's Name

OTAVA

(Type of Superstructures)

Nationality and Port of Official Number
Registry
Finnish
Helsingfors685

Gross Tonnage

1290

Date of Build

1904/5Moulded Dimensions: Length 70.71 Breadth 10.61 Depth 5.740

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

3402

Coefficient of fineness for use with Tables

79

Depth for Freeboard (D)

Moulded depth ...

Stringer plate ...

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 5.750

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =+ 154(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)

Standard Round of Beam = $\frac{B \times 12}{50} =$

Ship's Round of Beam =

Difference

Restricted to

Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) =$ - 1

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...					

Standard Height of Superstructure

" R.Q.D.

Deduction for complete superstructure 743Percentage covered $\frac{S}{L} =$ " $\frac{S_1}{L} =$ " $\frac{E}{L} =$ 47.26

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Timber 67.53

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 743 \times .6753 = -502

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...		1				1	
1/4 L from A.P. ...		4				4	
1/2 L " ...		2				2	
Amidships ...		4				4	
1/4 L from F.P. ...		2				2	
1/2 L " ...		4				4	
F.P. ...		1				1	
Total ...							

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) =$ + 8

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 = 5.750Summer freeboard = 451Moulded draught (d) = 5.299

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{45}$ inches = 110

Addition for Winter North Atlantic Freeboard (if

required) = $\frac{d}{36}$ = 147

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 = $\frac{\Delta}{40 T}$ inches110

TABULAR FREEBOARD

Correction for coefficient

1.47
1.36

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+ -

154 ✓✓ 5028 ✓✓ 1✓ ✓✓ ✓162 503 -341Summer Freeboard = 451.7TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Woot Steel, Deck:—" Fresh Water Line above Centre of Disc 468" Tropical Line " 358" Winter Line " 358" Winter North Atlantic Line below " 101" " 160" SUMMER ABOVE " 248" Tropical Fresh Water Freeboard ... 231" Fresh Water " 341" Tropical " 341" Winter " 598" Winter North Atlantic " 859

MARKING FORM

RECEIVED 23 DEC 1932

