

17 MAR 1932

Index. No. 34147

(For London Office only.)

Rpt 9501

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~

having after bridge, bridge & forecastle

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
R. L. HAGUE	Danish	-	Not entered yet	1932.

Moulded Dimensions: Length 520.9 Breadth 70.0 Depth 38.75

Moulded displacement at moulded draught = 85 per cent. of moulded depth 27518 tons

Coefficient of fineness for use with Tables .80278 ✓

Port of Survey Trieste

Date of Survey during construction

Name of Surveyor Spatent

Particulars of Classification 100 A1.

"Carrying petroleum in bulk"

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>38.9</u> ✓	(a) Where D is greater than Table depth (D-Table depth) R = <u>38.83 - 34.726 = 4.104</u> ✓	Moulded Breadth (B) <u>70.0</u> ✓
Stringer plate <u>1</u> ✓	<u>4.104 × 3 = 12.312</u> ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{840}{50} = 16.80$ ✓
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>	Ship's Round of Beam = <u>17.50</u> ✓
Depth for Freeboard (D) = <u>38.83</u> ✓	If restricted by superstructures <u>✓</u>	Difference <u>.70</u> ✓
		Restricted to <u>✓</u>
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = - .129$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
<u>AFTER BRIDGE</u> Enclosed <u>54.85</u> ✓	<u>54.85</u> ✓	<u>54.85</u> ✓	<u>7.6</u> ✓	<u>✓</u>	<u>54.85</u> ✓
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed... .. <u>40.03</u> ✓	<u>40.03</u> ✓	<u>40.03</u> ✓	<u>7.6</u> ✓	<u>✓</u>	<u>40.03</u> ✓
" overhang aft					
" overhang forward					
Forecastle enclosed open... .. <u>39.22</u> ✓	<u>39.22</u> ✓	<u>39.22</u> ✓	<u>7.6</u> ✓	<u>✓</u>	<u>39.22</u> ✓
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<u>134.10</u>	<u>134.10</u>			<u>134.10</u>

Standard Height of Superstructure 7.6 ✓

" " R.Q.D. ✓

Deduction for complete superstructure 42 ✓

Percentage covered $\frac{S}{L} = \frac{134.10}{520.9} = .25725$ ✓

" " $\frac{S_1}{L} = .25725$ ✓

" " $\frac{E}{L} = .25725$ ✓

Percentage from Table, Line A. TANKER 18.004 ✓
(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 = $\frac{42 \times 18.004}{100} = 7.56168$ ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>62.09</u> ✓	1	✓	<u>62.09</u>	<u>89.8</u>	<u>89.8</u> ✓	1	✓	<u>89.8</u> ✓
$\frac{1}{8}$ L from A.P.	<u>27.63</u> ✓	4	✓	<u>110.52</u>	<u>35.75</u>	<u>35.75</u> ✓	4	✓	<u>143.00</u> ✓
$\frac{2}{8}$ L "	<u>6.83</u> ✓	2	✓	<u>13.66</u>	<u>8.03</u>	<u>8.03</u> ✓	2	✓	<u>16.06</u> ✓
Amidships	-	4	-	-	-	-	4	-	-
$\frac{3}{8}$ L from F.P.	<u>13.66</u> ✓	2	✓	<u>27.32</u>	<u>10.11</u>	<u>10.11</u> ✓	2	✓	<u>20.22</u> ✓
$\frac{4}{8}$ L "	<u>55.26</u> ✓	4	✓	<u>221.04</u>	<u>58.60</u>	<u>58.60</u> ✓	4	✓	<u>234.40</u> ✓
F.P.	<u>124.18</u> ✓	1	✓	<u>124.18</u>	<u>136.5</u>	<u>136.5</u> ✓	1	✓	<u>136.50</u> ✓
Total		✓		<u>558.81</u>					<u>639.98</u> ✓

Mean actual sheer aft = $\frac{248.86}{186.27} = 1.335$ ✓

Mean standard sheer aft = $\frac{391.12}{372.54} = 1.048$ ✓

Mean actual sheer forward = $\frac{391.12}{372.54} = 1.048$ ✓

Mean standard sheer forward = $\frac{391.12}{372.54} = 1.048$ ✓

Length of enclosed superstructure forward of amidships = ✓

" " aft of " = ✓

TANKER does not apply

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = -2.80$ ✓

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.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 25014$ Tons per inch immersion at summer load water line $T = 78.29$ Deduction = $\frac{\Delta}{40T} \text{ inches} = \frac{25014}{40 \times 78.29} = 7.98$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.80278 + .68}{136} = .0089$
Depth to Freeboard Deck = <u>38.10</u> ✓ Summer freeboard = <u>8.53</u> ✓ Moulded draught (d) = <u>30.30</u> ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4} \text{ inches} = \frac{30.30}{4} = 7.575$ ✓ Addition for Winter North Atlantic Freeboard (if required) = <u>5.21</u> ✓		Depth Correction <u>12.31</u> ✓ Deduction for superstructures <u>7.60</u> ✓ Sheer correction <u>2.80</u> ✓ Round of Beam correction <u>.13</u> ✓ Correction for Thickness of Deck amidships <u>.50</u> ✓ Other corrections, scantlings, etc. <u>1.52</u> ✓ Summer Freeboard = <u>102.82</u> ✓

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

Tropical Fresh Water Line above Centre of Disc	15.56 = 39 M	Tropical Fresh Water Freeboard	86.83 = 2.21 "
Fresh Water Line	7.99 = 20 M	Fresh Water	94.40 = 2.40 "
Tropical Line	7.57 = 19 M	Tropical	94.82 = 2.41 "
Winter Line below	7.57 = 19 M	Winter	109.96 = 2.79 "
Winter North Atlantic Line	12.78 = 32 M	Winter North Atlantic	115.17 = 2.92 "

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Particulars of fiddle, funnel and ventilator coamings:— 5' 3" above after bridge deck. —
For further particulars see under "before" painting coaming in superstructure deck.
Funnel Ventilators ?

Particulars of Companionways :—

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

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

Particulars of Gangway Cargo and Coaling Ports:—

Machinery of Scuppers and Sanitary Discharge Pipes —

All Scupper & Sanitary Discharge pipes have automatic non return valves on the top's side. In addition the discharges from apices below the foreboard deck are fitted with gate valves in accessible positions. The discharge pipes are of galvanized steel, the outlets and coverings of bronze. -

Particulars of Side Scuttles :

12" born frames, side panels, and portable plugs on the outside and screw down
tripped daylighters on the inside. ✓ The sill of the lowest portlight is 38.37 ft
above the base line. ✓

Particulars of Guard Rails :—

Height 43" ✓. Stanchions 2' 3 1/2" added to deck and spaced about 5 ft apart. ✓
 Offshore rail 1 1/2" diam. 2nd - 3rd rail 1" diam. sparsely spaced. ✓

Particulars of Gangways, Lifelines, etc. :—

Fine. off lany way or pe entered floor with steel ground rail
on both sides. ✓

Give Sketch

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		<i>open panel ✓</i>				
Forward Well		<i>open panel ✓</i>				
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. ✓						

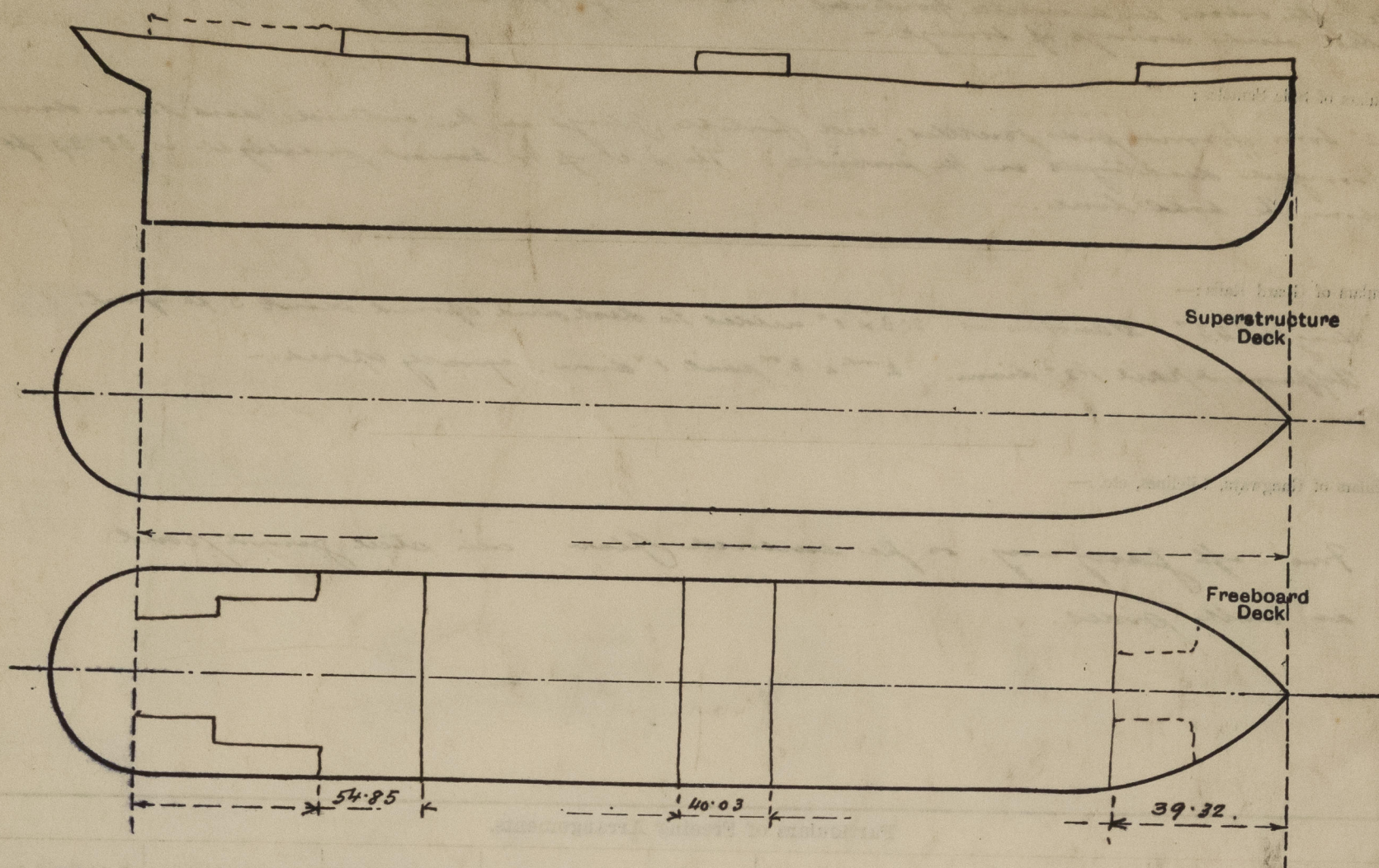
Particulars of Superstructures, Trunks, Casings, Deckhouses.									
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings	
<u>AFTER BRIDGE FRONT</u>									
Port Bulkhead	48 ✓	44 ✓	7 11 x 3 1/2 x 48 ✓	30" ✓	LUGS. ✓	2 off 23 7/8 x 59 1/2 ✓	18" ✓	7-6" ✓	
Raised Quarter Deck Bulkhead ...									
Bridge, After Bulkhead	40 ✓	36 ✓	7 8 x 3 1/2 x 48 ✓	30" ✓	Brackets. ✓	1 off 23 7/8 x 59 1/2 ✓ 2 off 38" x 50" ✓	18" ✓	7-6" ✓	
Bridge, Forward Bulkhead	48 ✓	44 ✓	7 11 x 3 1/2 x 48 ✓	30" ✓	Brackets ✓	1 off 23 7/8 x 59 1/2 ✓ 2 off 30 x 59 1/2 ✓	18" ✓	7-6" ✓	
Forecastle Bulkhead									
Trunk, Aft									
Trunk, Forward									
Exposed Machinery Casings on Foreboard <u>on Flush Deck</u>	48 ✓	44 ✓	7 11 x 3 1/2 x 48 ✓	30" ✓	Brackets ✓	-		7-6" ✓	
Exposed Machinery Casings on Superstructure Decks	-	34 ✓	3 1/2 x 3 x 36 1/2 ✓ 2 DOUBLE 6 x 3 x 36 1/2 ✓ OR 4 BBS. ALT. ✓	30" ✓	Brackets. ✓	-		5-8" ✓	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances									
<u>AFTER BRIDGE AFTER END OR</u>									
Deckhouse <u>on Flush Deck</u> Ships ...	48 ✓ 10 x 3 1/2 x 48	32 ✓ 32 STIFFENERS	7 6 x 3 x 36 WITH 1/2" GA 5" x 3" 34" PLATING 2" GIRDERS ✓	29 1/2" 4 x 4 ✓	LUGS. ✓	10 OFF 24 7/8 x 59 1/2 ✓ 27 x 59 1/2 ✓ 33 x 59 1/2 ✓	18" ✓	7-6" ✓	

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

AFTER BRIDGE FRONT.		
Roop Bulkhead	2	WT hinged steel doors secured by clips capable of being manipulated from both sides.
Raised Quarter Deck Bulkhead		
Bridge, After Bulkhead	2	"potable" plates secured by back bolts spaced 12" apart.
Bridge, Forward Bulkhead	2	WT hinged steel doors secured by clips capable of being operated from both sides.
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		
AFTER BRIDGE AFTER END OR		
Deckhouse on Flush Deck Ships	10	WT hinged steel doors secured by clips capable of being operated from both sides.

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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:—



See also enclosed general arrangement plan.

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

Longitudinally framed tanker with two longitudinal bulkheads in way of oil tanks & single deck.

7 Plans enclosed

Builder's name and yard number *Cantiere Navale dell'Adriatico Jona n 249*

Names of sister ships *Cantiere Navale dell'Adriatico Jona n 250 - 251*

Owners *Wärld Tankerskip. Abertei*

Fee £ *20* : *0* : *0*

Received by me

To be charged with the Classification fee.



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