

30 JAN 1947

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

No 29704

Ship's Name VANDERSTENG	Official Number	Nationality and Port of Registry Netherlands Den Helder	Gross Tonnage	Date of Build 1947	Port of Survey Schiedam
Moulded Dimensions: Length 38.400 m Breadth 6.800 m Depth 3.320 m ✓ (96% of length on W.L.)					Date of Survey in hull building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 42 1/2 16³ tons					Surveyor's Signature H. P. Jonker
Coefficient of fineness for use with Tables .68 ✓ (.580 actual) ✓					Particulars of Classification not to be classed will sail with trading certificate -

DEPTH FOR FREEBOARD (D). m	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 3.320 ✓	(a) Where D is greater than Table depth (D - Table depth) R = 8.33(3357 - 2560) 9.700 × = +64 mm ✓	Moulded Breadth (B) = 6800 mm
Stringer plate ... 4 ✓	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{6800 \times 12}{50} = 136 \text{ mm}$
Sheathing on exposed deck pine 53	If restricted by superstructures ✓	Ship's Round of Beam = 120 mm ✓
$T \left(\frac{L-S}{L} \right) = 53 \left(\frac{1 - .4421}{.5573} \right) = 30$		Difference = 16 mm ✓
Depth for Freeboard (D) = 3.357		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{16}{4} \times .5573 = +2 \text{ mm}$

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S) m	Equivalent Enclosed Length (S ₁)	Height m	Effective Length (E)
Poop enclosed ...				
" overhang ...				
R.Q.D. enclosed ...				
" overhang ...				
Bridge enclosed ...	6100	6100	2250 ✓	6100
" overhang aft ...				
" overhang forward ...				
F'cle enclosed ...	10900	10900	900 ✓	5497
" overhang ...	see sketch		+53-30	+53-30
Trunk aft ...				
" forward ...				
Tonnage opening aft ...				
" " forward ...				
Total ...	17000	17000		11597

Standard Height of Superstructure **1.830 m** ✓
R.Q.D. **-**
Deduction for complete superstructure **473 mm** ✓
Percentage covered $\frac{S}{L} = \frac{473}{11597} = 4.07\%$
 $\frac{S_1}{L} = \frac{473}{11597} = 4.07\%$
 $\frac{E}{L} = \frac{473}{11597} = 4.07\%$
Percentage from Table, Line A. **14.92**
(corrected for absence of forecastle (if required)) **15.17**
Percentage from Table, Line B. **✓**
(corrected for absence of forecastle (if required)) **✓**
Interpolation for bridge less than .2L (if required) **✓**
Deduction = $.1517 \times 473 = 71.7 \text{ mm}$

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	574 ✓	1	574	13	13	1	13 ×
1/8 L from A.P. ...	255 ✓	4	1020	-100	-100	4	-400 ×
3/8 L " ...	64 ✓	2	128	-82	-82	2	-164 ×
Amidships ...	-	4	-	0	0	4	-
5/8 L from F.P. ...	128 ✓	2	256	172	172	2	344 ×
7/8 L " ...	510 ×	4	2040	550	550	4	2200 ×
F.P. ...	1148 ×	1	1148	817	817	1	817 ×
Total ...			5166 ×				2810 ×

Mean actual sheer aft = **DEFICIENT**
Mean standard sheer aft = **DEFICIENT**
Mean actual sheer forward = **DEFICIENT**
Mean standard sheer forward = **DEFICIENT**
Length of enclosed superstructure forward of amidships = **.0427**
" " aft of " = **NIL**
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2356}{18} \left(.75 - .2213 \right) = +69 \text{ mm}$
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line		Correction for coefficient	
Depth to Freeboard Deck = 3.330	Per m	$\Delta = 234 \text{ kg}$		NIL	
Summer freeboard = 1.480		$M^3 \text{ per c.m. immersion at summer load water line}$			
Moulded draught (d) = 1.900		$T = 1.94$			
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = 40 \text{ mm} = 4 \text{ cm}$		Deduction = $\frac{\Delta}{40 T} \text{ inches c.m.} = 3 \text{ cm.}$			
Addition for Winter North Atlantic Freeboard (if required) = ✓					

Summer Freeboard = **1480**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-			
Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED	Tropical Fresh Water Freeboard	NOT ASSIGNED
Fresh Water Line	3 cm	Fresh Water	148 cm
Tropical Line	NOT ASSIGNED	Tropical	NOT ASSIGNED
Winter Line below	4 cm	Winter	152 cm
Winter North Atlantic Line	NOT ASSIGNED	Winter North Atlantic	NOT ASSIGNED

Vandersteng

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.

Scantlings approved for the Class A1 with freeboard corresponding to a summer moulded draught of 6,23 feet. For coasting service Calais to Agger Canal, also Baltic limiting ports Cöthenburg - Trevelkshavn.

Trade of ship *For Coasting Service Calais to Agger Canal also Baltic limiting ports Cöthenburg - Trevelkshavn.*

Names of sister ships

Builder's name and yard number *Wilton-Tyenoorsel yard N° 715*

Owners *Comité Onze Marine*

Fee *£ 60.-*

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Foundation