

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Rotha</i>
having <i>complete superstructure deck with tonnage opening aft.</i>					Date of Survey <i>4-12-1936</i>
(Type of Superstructures.)					Name of Surveyor <i>Oliver Tyberty</i>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <i>8100 A1 with freeboard.</i>
<i>INGRID THORDEN</i>	<i>Swedish Rungskovden</i>	<i>6365</i>	<i>1884</i>	<i>1920-10</i>	
Moulded Dimensions: Length <i>264.29</i> Breadth <i>42.50</i> Depth <i>20'-6"</i>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					
Coefficient of fineness for use with Tables <i>.777</i>					

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

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Roop enclosed						Standard Height of Superstructure _____
„ overhang						„ „ R.Q.D. _____
R.Q.D. enclosed						Deduction for complete superstructure _____
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ „ $\frac{S_1}{L} =$
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A.
F'cle enclosed						(corrected for absence of forecastle (if required))
„ overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
„ forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction =
„ „ 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 =
$\frac{1}{6}L$ from A.P.		4					4			Mean standard sheer aft =
$\frac{2}{6}L$ „		2					2			Mean actual sheer forward =
Amidships		4					4			Mean standard sheer forward =
$\frac{2}{6}L$ from F.P.		2					2			Length of enclosed superstructure forward of amidships =
$\frac{1}{6}L$ „		4					4			„ „ aft of „ =
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.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Depth to Freeboard Deck = Ft.	Displacement in salt water at summer load water line	Correction for coefficient
Summer freeboard =	$\Delta =$	Depth Correction
Moulded draught (d) =	Tons per inch immersion at summer load water line	Deduction for superstructures
	$T =$	Sheer correction
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40T}$ inches =	Round of Beam correction
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard =

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

Tropical Fresh Water Line above Centre of Disc	
Fresh Water Line „ „	
Tropical Line „ „	
Winter Line below „ „	
Winter North Atlantic Line „ „	

Tropical Fresh Water Freeboard	
Fresh Water „ „	
Tropical „ „	
Winter „ „	
Winter North Atlantic „ „	

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.									
Description of Hatchway	...	...	No. 1 Tween dk	No. 4 Shelter dk	No. 1 Shelter dk	No. 4 Tween dk	Tonnage opening		
Dimensions of Hatchway	...	...	25'-10" x 18'-0"	23'-9" x 18'-0"	25'-10" x 18'-0"	23'-9" x 18'-0"	4'-0" x 19'-7 1/2"		
COAMINGS	Height above Deck	...	14 1/2"	34"	34"	14 1/2"	8"		
	Thickness	Sides	46"	44"	46"	46"	58"		
	Stiffeners	...	7" x 2 3/4" x 42"	2 x 1 3/8" φ	44"	44"	58"		
	Brackets, Stays	...	✓	✓	✓	✓	✓		
HATCH BEAMS	Number	...	4	4	4	4	✓		
	Spacing	...	62"	57"	62"	57"	✓		
	Scantling and Sketch	...					✓		
FORE AND AFTERS	Number	...	✓	✓	✓	✓	✓		
	Spacing	...	✓	✓	✓	✓	✓		
	Unsupported Lengths	...	✓	✓	✓	✓	✓		
HATCH COVERS	Material	...	unaltered	✓	✓	✓	✓		
	Thickness	...	✓	✓	✓	✓	✓		
*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 fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles :—

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 :—

Particulars of Scuppers and Sanitary Discharge Pipes :—

Particulars of Side Scuttles :—

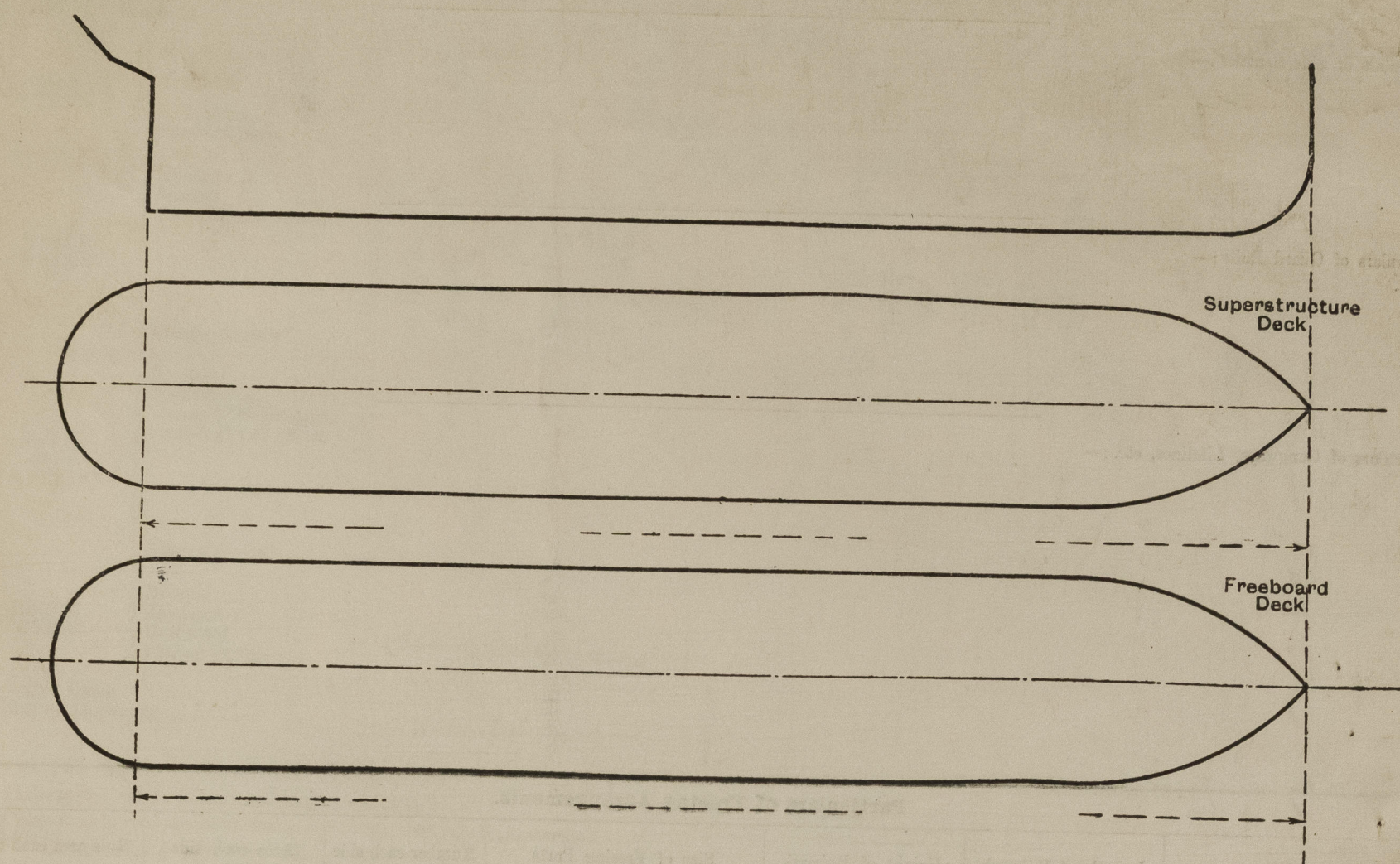
Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

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
Raised Quarter Deck Bulkhead
Bridge, After Bulkhead
Bridge, Forward Bulkhead
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
Deckhouses on Flush Deck Ships
Particulars of Closing Appliances (state if capable of being manipulated from both sides).								
Poop Bulkhead
Raised Quarter Deck Bulkhead
Bridge, After Bulkhead
Bridge, Forward Bulkhead
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
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:— The hatch beams of No. 1 hatch on the shelter deck altered, as seen on the attached drawing. The tonnage opening was already completed and the height of the coaming could not be altered. I enclose also a freeboard verification form, and a freeboard renewal form. One copy of the freeboard verification form has also been sent to the Surveyors at Gothenburg.

Olin Tybäck

Builder's name and yard number

Okt. Lindholmson - Molala, Gothenburg

Names of sister ships

Owners

Rederi AB Aramis

Fee £

Received by me



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