

10 JAN 1948

Index No. 33611
(For London Office only).Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.(COMPUTATION FOR ~~STEAMER~~ ~~SAILING SHIP~~, TANKER)

Ship's Name "ALDEGONDA"	Official Number -	Nationality and Port of Registry Netherlands The Hague	Gross Tonnage 2487.00	Date of Build 1931 Altered 1947	Port of Survey Hong Kong
Moulded Dimensions: Length 299'-0" Breadth 48'-0" Depth 14.75'-0"					Date of Survey December, 1947
Moulded displacement at moulded draught = 85 per cent. of moulded depth (12.54') 3883 tons (P.T.O. For Inter. Displacements & T.P.I.)					Surveyor's Signature <i>W. Gill</i>
Coefficient of fineness for use with Tables .771					Particulars of Classification +100A1 Carrying petroleum in bulk (Reclassification contemplated).

Depth for Freeboard (D) Moulded depth 14.75 Stringer plate45"04 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 14.79	Depth correction (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = $(19.93-14.79) 2.300 = -11.82"$ 5.14 If restricted by superstructures	Round of Beam correction Moulded Breadth (B) 48.0' Standard Round of Beam = $\frac{B \times 12}{50} = 11.52"$ Ship's Round of Beam = 12.0" Difference .48" Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.48}{4} \times$
--	---	---

DEDUCTION FOR SUPERSTRUCTURES

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	86.46		7'-3"		
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Fore enclosed	46.5		7'-3"		
" overhang					
Trunk aft 11.58 + 32.8	11.35		7'-3"		
" forward	54.69		7'-3"		
Tonnage opening aft					
" forward					
Total	299.00				

Standard Height of Superstructure 6.49'
" " R.Q.D. 35.27"
Deduction for complete superstructure
Percentage covered $\frac{S}{L} =$
" " $\frac{S_1}{L} =$
" " $\frac{E}{L} =$
Percentage from Table, Line A.
(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 =

SHEER CORRECTION

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	39.90	1	39.90	39.90	30.75	30.75	1	30.75	30.75
$\frac{1}{6}$ L from A.P.	17.75	4	71.00	71.00	9.85	9.85	4	39.40	39.40
$\frac{2}{6}$ L "	4.39	2	8.78	8.78	1.30	1.30	2	2.60	2.60
Amidships	-	4	-	-	-	-	4	-	-
$\frac{2}{6}$ L from F.P.	8.78	2	17.56	17.56	3.30	3.30	2	6.60	6.60
$\frac{1}{6}$ L "	35.51	4	142.04	142.04	21.28	21.28	4	85.12	85.12
F.P.	79.80	1	79.80	79.80	54.00	54.00	1	54.00	54.00
Total			359.08	359.08				218.47	218.47

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{140.61}{18} \left(.75 - \frac{.75}{2} \right) = 7.81$
If limited on account of midship superstructure.

Mean actual sheer aft = less than!
Mean standard sheer aft
Mean actual sheer forward = less than!
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = 6 tanker
" " aft of " =

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 = Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	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 = $\frac{\Delta}{40T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient Depth Correction Deduction for superstructures Sheer correction Round of Beam correction 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

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.

DRAUGHT

DISPLACEMENT S.W.

T.P.I.

12'-6"

3885

31.6

13'-0"

4077.5

32.5

13'-6"

4270

33.75

Trade of ship..... Ocean going, carrying petroleum in bulk.

Names of sister ships..... -

Builder's name and yard number..... A.F. Smulders (Werf Gusto) No.652

Owners..... N.V. Nederl. Indische Tankstoomboot Maatschappij

Fee \$ 385.00.



© 2021

Lloyd's Register
Foundation