

Rpt. C.11 (Comp.)

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER)

For LONDON OFFICE ONLY

Received 13 Oct 1958

Index No.

Govt. Copy

Owners Cl.

Ship's Name MARLY I	Official Number	Nationality and Port of Registry Belgian Antwerp	Gross Tonnage 9929	Date of Build 1958	Port of Survey Tamise
Moulded Dimensions: Length 143.10 Breadth 19.20 Depth 13.05					Date of Survey Whilst building
Freeboard Length 143.10					Surveyor's Signature <i>A. Flaccandou</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24265 S.W.M. tons					Particulars of Classification 100A1
Coefficient of fineness for use with Tables 0.777					

DEPTH FOR FREEBOARD (D). M. Moulded depth ... 13.050 Stringer plate ... 28 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓ Depth for Freeboard (D) = 13.078	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = 8.33(13.078-9.54)30 = 884 m/m (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 3.538 If restricted by superstructures ✓	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 19.200 Standard Round of Beam = $\frac{B \times 12}{50} =$ 384 m/m Ship's Round of Beam = 407 EQUIV. Difference 23 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{23^2}{4} (1 - 0.3087) = 4 m/m$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	31.510	31.510	2.450	✓	31.510
" overhang ...	-	-	-	-	-
R.Q.D. enclosed ...	-	-	-	-	-
" overhang ...	-	-	-	-	-
Bridge enclosed ...	-	-	-	-	-
" overhang aft ...	-	-	-	-	-
" overhang forward ...	-	-	-	-	-
Fore enclosed <i>Equiv</i> ...	12.648	12.648	2.580/2658	✓	12.648
" overhang ...	112	11	-	-	11
Trunk aft ...	-	-	-	-	-
" forward ...	-	-	-	-	-
Tonnage opening aft ...	-	-	-	-	-
" " forward ...	-	-	-	-	-
Total ...	44270	44169	-	-	44169

Standard Height of Superstructure **2290 m/m**

" " R.Q.D. **1067 m/m**

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$ **30.94**

" " $\frac{S_1}{L} =$ **30.87**

" " $\frac{E}{L} =$ **15.74**

Percentage from Table, Line A. **15.74**
(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 = **1067 x 0.1574 = 168 m/m.**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1446	1	1446	297✓	457	1	457
1/4 L from A.P. ...	642	4	2568	3✓	12	4	48
1/2 L " ...	161	2	322	0✓	0	2	0
Amidships ...	0	4	0	0✓	0	4	0
3/4 L from F.P. ...	321	2	642	0✓	0	2	0
1/4 L " ...	1285	4	5140	17✓	17	4	68
F.P. ...	2892	1	2892	695✓	695	1	695
Total ...			13010				1268

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{11742}{18} (0.75 - 0.1547) = 388 m/m.$

If limited on account of midship superstructure. **✓**

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Actual height of Superstructures = 2450
Standard " " = 2290
160

DEFICIENT.

NIL

Def. Sheer

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

915 m/m BELOW
 Depth to Freeboard Deck = **12163**
 Summer freeboard = **3162**
 Moulded draught (d) = **9.001**
 Keel allowance = **✓**
 Extreme draught = **✓**

Deduction for Tropical freeboard and addition for **✓**

Winter freeboard = $\frac{d}{48}$ inches = **190 m/m**

Addition for Winter North Atlantic Freeboard (if required) = **✓**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 19772 \text{ S.W.M. Tons.}$
 Tons per inch immersion at summer load water line
 $T = 50.88 \text{ S.W.M. Tons.}$
 Deduction = $\frac{\Delta}{40 T}$ inches = **203 m/m.**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{0.777 + 0.68}{136} = \frac{1.457}{136}$

Depth Correction ... **884**
 Deduction for superstructures ... **168**
 Sheer correction ... **388**
 Round of Beam correction ... **4**
 Correction for Thickness of Deck amidships ... **915**
 Other corrections, scantlings, etc. TO CORRESPOND TO A SUMMER MOULDED DRAUGHT OF 9.001 m/m. **442**

Summer Freeboard = **3162 m/m.**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line.

Tropical Fresh Water Line above Centre of Disc	...	393 m/m	Tropical Fresh Water Freeboard	2769
Fresh Water Line	" "	263 "	Fresh Water	" "
Tropical Line	" "	190 "	Tropical	" "
Winter Line	below "	190 "	Winter	" "
Winter North Atlantic Line	" "	✓	Winter North Atlantic	" "

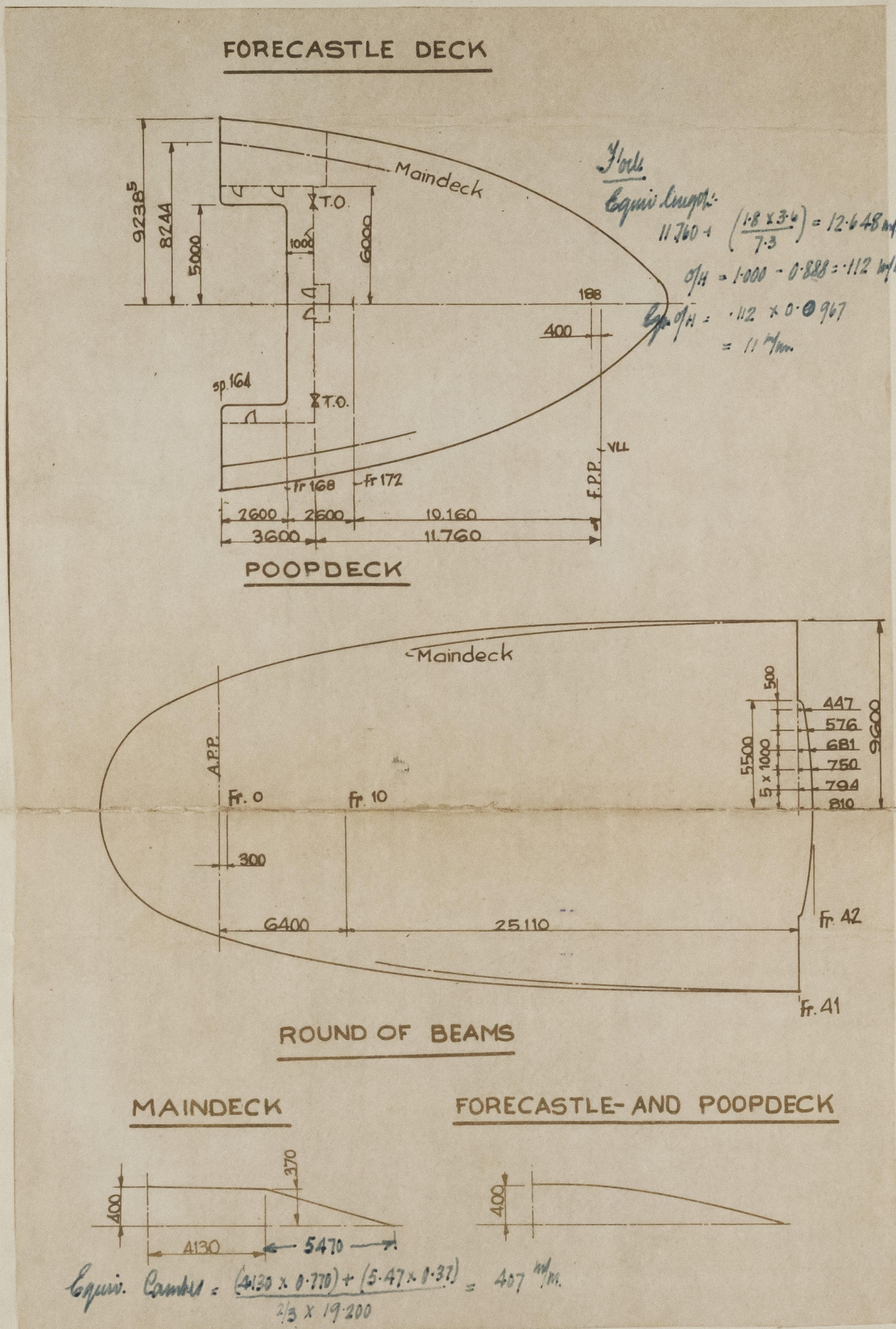
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Marly I.

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.

Shut at AP.
 $= 297 + 100 = 457 \text{ m/m.}$

Shut at $\frac{1}{6}L$ from AP.
 $= 3 + 100 \left(\frac{7.660}{31.510} \right)^2$
 $= 3 + 9$
 $= 12 \text{ m/m.}$



Trade of ship Sea Going.

Names of sister ships " REGINA " Boel's Yard N°. 1349.

Builder's name and yard number Jos Boel & Fils, Tamise, Belgium, Yard 1360.

Owners Cokeries du Marly.

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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