

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

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

| | | | | | |
|--|--------------------------------|---|---|--|-----------------------------------|
| Ship's Name <i>MONSIEUR</i> M/T "MADELINE". | Official Number <i>9423</i> | Nationality and Port of Registry <i>FINNISH</i> <i>Swedish</i> <i>Helsingborg</i> <i>HELSINKI</i> | Gross Tonnage <i>10772</i> <i>(SWEDISH)</i> | Date of Build 1953 5mo | Port of Survey <i>Landskrona.</i> |
| Moulded Dimensions: Length <i>153.010 m.</i> Breadth <i>20.041 m.</i> Depth <i>11.557 m.</i> | | | | Date of Survey <i>Whilst building.</i> | |
| Freeboard <i>" 153.010 m. (to CL of Rudder stock).</i> | | | | Surveyor's Signature <i>F. J. ...</i> | |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>23760</i> Eng. S.W. tons (excluding bossing) | | | | Particulars of Classification <i>* 100 A 1</i> Carrying Petroleum in bulk. (Class Contemplated). | |
| Coefficient of fineness for use with Tables <i>.782.</i> | | | | | |

| DEPTH FOR FREEBOARD (D). | | | |
|------------------------------------|-----------------------|-----|---------------|
| Moulded depth | ... | ... | <i>11.557</i> |
| Stringer plate | ... <i>21 mm.</i> ... | ... | <i>21</i> |
| Sheathing on exposed deck | | | |
| $T \left(\frac{L-S}{L} \right) =$ | | | |
| Depth for Freeboard (D) = | <i>11.578</i> | | |

| DEPTH CORRECTION. | |
|--|---|
| (a) Where D is greater than Table depth (D - Table depth) R = | <i>(11.578 - 10.201) 833 x 30 = 344</i> |
| (b) Where D is less than Table depth (if allowed) (Table depth - D) R = | <i>1.374</i> |
| If restricted by superstructures | <i>No.</i> |

| ROUND OF BEAM CORRECTION. | |
|--|---|
| Moulded Breadth (B) | <i>20.041</i> |
| Standard Round of Beam = $\frac{B \times 12}{50}$ | <i>400.8</i> |
| Ship's Round of Beam | <i>400 mm.</i> |
| Difference | <i>1.8 mm.</i> |
| Restricted to | |
| Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right)$ | <i>= \frac{.8}{4} \times .5742 = .115</i> |

DEDUCTION FOR SUPERSTRUCTURES.

See sketch
next page.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|----------------------------|-------------------------|--|-------------|-------------------|----------------------|
| Poop enclosed <i>2.400</i> | <i>33.365</i> | <i>33.365</i> | <i>2360</i> | <i>✓</i> | <i>33.365</i> |
| " overhang | | | | | |
| R.Q.D. enclosed | | | | | |
| " overhang | | | | | |
| Bridge enclosed | <i>11.372</i> | <i>11.372</i> | <i>2360</i> | <i>✓</i> | <i>11.372</i> |
| " overhang aft | <i>1.096</i> | <i>.822</i> | | | <i>.822</i> |
| " overhang forward | | | | | |
| F'cle enclosed | <i>19.170</i> | <i>19.170</i> | <i>2290</i> | <i>✓</i> | <i>19.170</i> |
| " overhang | <i>.850</i> | <i>.425</i> | | | <i>.425</i> |
| Trunk aft | | | | | |
| " forward | | | | | |
| Tonnage opening aft | | | | | |
| " " forward | | | | | |
| Total | <i>65.853</i> | <i>65.154</i> | | | <i>65.154</i> |

| | |
|---|------------------|
| Standard Height of Superstructure | <i>2.290 m.</i> |
| " " R.Q.D. | |
| Deduction for complete superstructure | <i>1067 mm.</i> |
| Percentage covered $\frac{S}{L} =$ | <i>43.04</i> |
| " " $\frac{S_1}{L} =$ | <i>42.58</i> |
| " " $\frac{E}{L} =$ | <i>42.58</i> |
| Percentage from Table, Line A. <i>TANKER.</i> | <i>33.58</i> |
| (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 = <i>1067 x .3358</i> | <i>= 358 mm.</i> |

SHEER CORRECTION.

| Station | Standard Ordinate | S | Product | Actual Ordinate | Effective Ordinate | S | Product |
|---------------------------|-------------------|----------|---------------|-----------------|--------------------|----------|-------------|
| A.P. | <i>1529</i> | <i>1</i> | <i>1529</i> | <i>1150</i> | <i>1150</i> | <i>1</i> | <i>1150</i> |
| $\frac{1}{2}$ L from A.P. | <i>679</i> | <i>4</i> | <i>2716</i> | <i>200</i> | <i>200</i> | <i>4</i> | <i>800</i> |
| $\frac{3}{4}$ L " | <i>170</i> | <i>2</i> | <i>340</i> | <i>0</i> | <i>0</i> | <i>2</i> | <i>0</i> |
| Amidships | <i>0</i> | <i>4</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>4</i> | <i>0</i> |
| $\frac{3}{4}$ L from F.P. | <i>340</i> | <i>2</i> | <i>680</i> | <i>0</i> | <i>0</i> | <i>2</i> | <i>0</i> |
| $\frac{1}{2}$ L " | <i>1358</i> | <i>4</i> | <i>5432</i> | <i>660</i> | <i>660</i> | <i>4</i> | <i>2640</i> |
| F.P. | <i>3057</i> | <i>1</i> | <i>3057</i> | <i>2800</i> | <i>2800</i> | <i>1</i> | <i>2800</i> |
| Total | | | <i>13.754</i> | | | | <i>7390</i> |

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 " =

Lowest point at Frames Nos. 47 - 63.

Sheer at Poop front Frame No. 42 $\frac{1}{2}$ = 80 mm.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{6364}{18} \left(.75 - \frac{2152}{5348} \right) = +189$

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. | Deduction for Fresh Water. | TABULAR FREEBOARD corrected for Flush Deck (if required) | |
|---|--|--|--------------------------------|
| Addition for Winter and Winter North Atlantic Freeboard. | | Correction for coefficient | <i>2235</i> |
| Ft. | Displacement in salt water at summer load water line | | <i>2403</i> |
| Depth to Freeboard Deck = <i>11.578</i> | $\Delta = 21567$ | Depth Correction | <i>344</i> |
| Summer freeboard = <i>2578</i> | Tons per inch immersion at summer load water line | Deduction for superstructures | <i>358</i> |
| Moulded draught (d) = <i>9.000</i> | T = <i>68.13</i> | Sheer correction | <i>149</i> |
| Keel allowance = | Deduction = $\frac{\Delta}{40 T}$ inches | Round of Beam correction | |
| Extreme draught = | = <i>7.913</i> | Correction for Thickness of Deck amidships | |
| Deduction for Tropical freeboard and addition for | See back of report. | Other corrections, scantlings, etc. | |
| Winter freeboard = <i>188 mm.</i> | | | <i>533 358 +145</i> |
| Addition for Winter North Atlantic Freeboard (if required) = <i>188 + 125 = 313</i> | | | Summer Freeboard = <i>2578</i> |

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

| | |
|--|------------|
| Tropical Fresh Water Line above Centre of Disc | <i>389</i> |
| Fresh Water Line | <i>201</i> |
| Tropical Line | <i>188</i> |
| Winter Line below | <i>188</i> |
| Winter North Atlantic Line | <i>313</i> |

| | |
|--------------------------------|--------------|
| Tropical Fresh Water Freeboard | <i>2578</i> |
| Fresh Water | <i>2374</i> |
| Tropical | <i>239.0</i> |
| Winter | <i>276.6</i> |
| Winter North Atlantic | <i>289.1</i> |

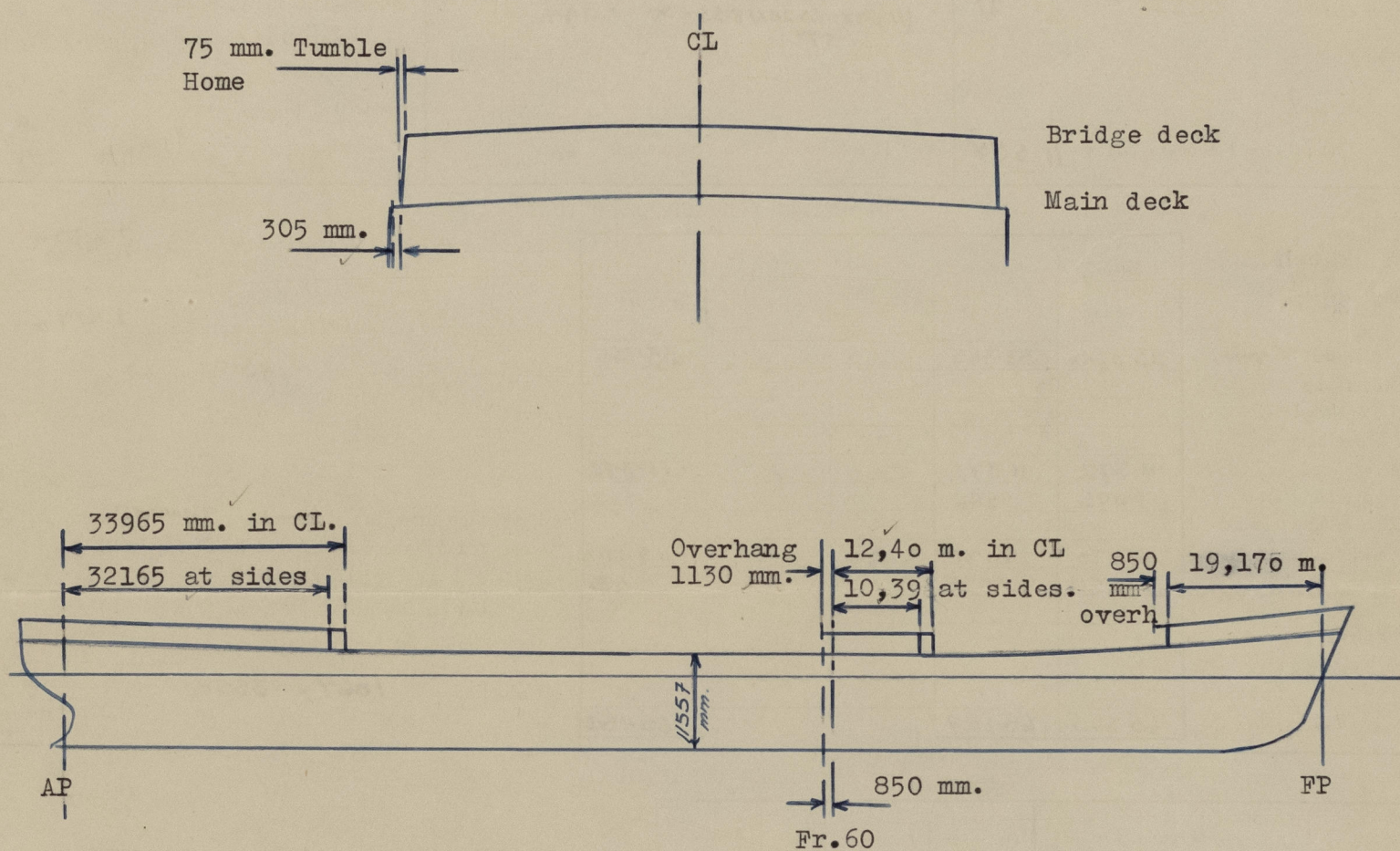
Mon sun. Madeline.

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.

MOULDED DISPLACEMENT IN SALT WATER AND TONS (1016 KGS) PER INCH IMMERSION:

| Moulded draught | mm. | Moulded displacement | Immersion tons/inch. |
|-----------------|-------|----------------------|----------------------|
| 75 % | 8668 | 20689 | 67,7 |
| 85 % | 9823 | 23760 | 69,2 |
| 95 % | 10979 | 26909 | 70,4 |

SKETCH FOR SUPERSTRUCTURES:



Poop.

$$\begin{aligned} \text{Length } \Delta \text{ side} &= 32.165 \\ + 2/3 \times 1.800 &= \frac{1.200}{33.365} \end{aligned}$$

Bridge.

$$\begin{aligned} \text{Length } \Delta \text{ side} &= 10.39 \\ + 2/3 \times 2.010 &= \frac{1.34}{11.73} \\ 11.73 \times \frac{19.431}{20.041} &= 11.372 \end{aligned}$$

O/H Fr.

$$1.130 \times \frac{19.431}{20.041} = 1.096$$

Height of Forecastle = 2290 mm.
" " Bridge = 2360 mm.
" " Poop = 2360 mm.

Trade of ship International. Tanker.
Names of sister ships None. (Similar to M/T "BELLINA" - Öresundsvarvet Yard 125 - Hbg.Rpt. 2279).
Builder's name and yard number Öresundsvarvet A/B, Landskrona - Yard No.126.
Owners A/B Transmarin, Helsingborg.
Fee £ _____



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