

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received
Index No.
Govt. Copy
Owners C11

Ship's Name "POOLSTER"	Official Number -	Nationality and Port of Registry Dutch Den Helder	Gross Tonnage 12451	Date of Build 1964	Port of Survey Rotterdam
Moulded Dimensions: Length 157.00 M Breadth 20.30 M Depth 11.202 M Freeboard Length 157.60 M (to centreline of rudder stock) Moulded displacement at moulded draught = 85 per cent. of moulded depth 19700 m ³ tons (excluding bossing) .68 (Actual .647) Coefficient of fineness for use with Tables					Date of Survey whilst building
Surveyor's Signature <i>Alf Schepers</i>					Class contemplated
					Particulars of Classification 100A1 Oil tanker F.P. above 150° F. except centre tanks frame nos. 145-155 F.P. below 150° F.

DEPTH FOR FREEBOARD (D). Moulded depth ... 11.202 m. Stringer plate ... 10 1/2 mm Wood Sheathing on exposed deck - $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 11213	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = 8.33(11213-10507) 30 = 176 MM (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 20.30 m Standard Round of Beam = $\frac{B \times 12}{50} = 408$ mm Ship's Round of Beam 350 mm = 350 Difference -56 mm Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{56^2}{4} \times (1 - .7437) = 4$ mm
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed see sketch	46.35	46.35	2.476		46.35
" overhang ...	6.25	3.13	"		3.13
R.Q.D. enclosed ...	-	-	-	-	-
" overhang ...	-	-	-	-	-
Bridge enclosed ...	-	-	-	-	-
" overhang aft ...	-	-	-	-	-
" overhang forward ...	-	-	-	-	-
F'cle enclosed see sketch	66.65	66.65	2.518		66.65
" overhang see sketch	2.15	1.08			1.08
Trunk aft ...	-	-	-	-	-
" forward ...	-	-	-	-	-
Tonnage opening aft ...	-	-	-	-	-
" " forward ...	-	-	-	-	-
Total ...	121.40	117.21			117.21

Standard Height of Superstructure	2.290 m
" " R.Q.D.	1.830 m
Deduction for complete superstructure	1067 mm
Percentage covered $\frac{S}{L} =$	77.03
" " $\frac{S_i}{L} =$	74.37
" " $\frac{E}{L} =$	74.37
Percentage from Table, Line A.	68.37
(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 =	.6837 x 1067 = 730 mm

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate mm.	Effective Ordinate	S M	Product
A.P. ...	1567	1	1567	1403	1567	1	1567
1/2 L from A.P. ...	696	4	2784	780	696	4	2784
1/4 L " ...	174	2	348	235	174	2	348
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	348	2	696	352	352	2	704
1/2 L " ...	1392	4	5568	1214	1214	4	4856
F.P. ...	3136	1	3136	2479	2479	1	2479
Total ...			14099				12738

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \left(\frac{1361}{18} - 32.26 \right) (.75 - .3852) = +16$ mm
If limited on account of midship superstructure.

Depth to G deck 13.729 m. at 1/2 L FBD

Mean actual sheer aft = excess but limited to standard.
Mean standard sheer aft =

Mean actual sheer forward = deficient.
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L aft of " = } Tanker.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \left(\frac{1361}{18} - 32.26 \right) (.75 - .3852) = +16$ mm
If limited to maximum allowance of 1 1/4 ins. per 100ft.Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck	=	11213
Summer freeboard	=	3010
Moulded draught (d)	=	8203
Keel allowance	=	23
Extreme draught	=	8226
Deduction for Tropical freeboard and addition for	=	170.83

Winter freeboard = $\frac{d}{48}$ inches = 170 mm

Addition for Winter North Atlantic Freeboard (if required) = NOT REQUIRED

Deduction for Fresh Water.

Displacement in salt water at summer load water line	$\Delta =$	P.T.O. 16894 T
Tons per inch immersion at summer load water line	$T =$	24.30
Deduction = $\frac{\Delta}{40 T}$ inches	=	173.80
	=	170 mm

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL

Depth Correction	...	176	-
Deduction for superstructures	...	-	730
Sheer correction	...	16	-
Round of Beam correction	...	4	-
Correction for Thickness of Deck amidships	...	-	-
Other corrections, scantlings, etc.	...	815	-
DRAFT OF 8.20 M		1011	726

2725

2725

Summer Freeboard = 3010

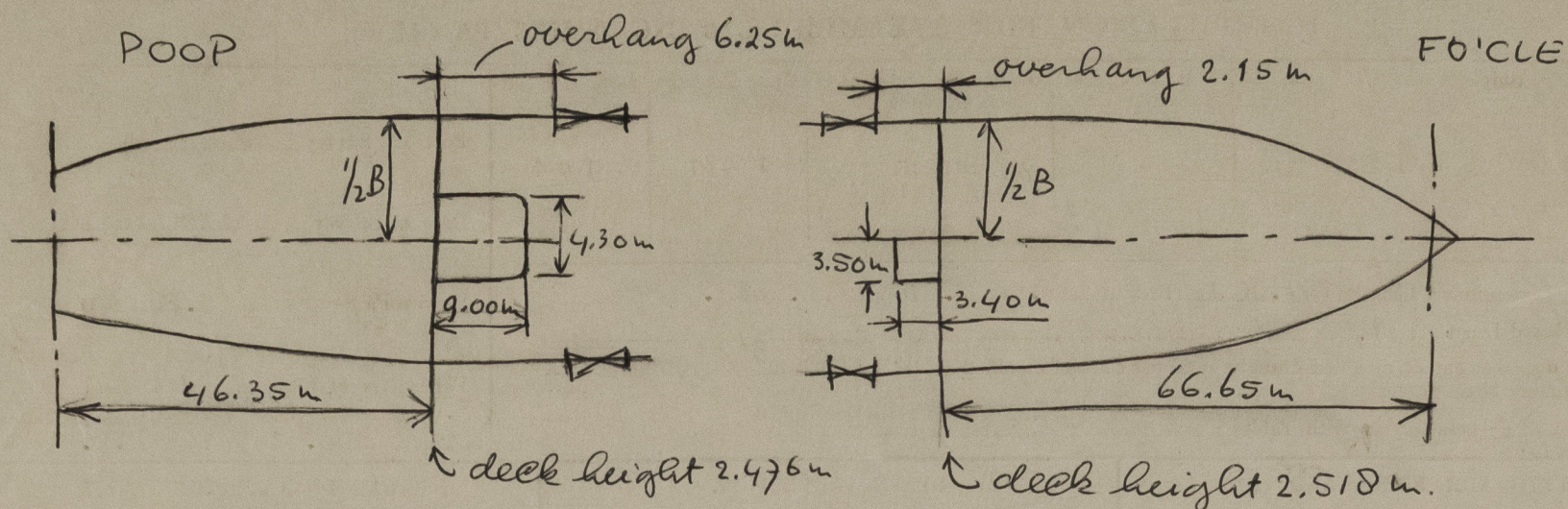
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	3.4 cm
Fresh Water Line	1.7 cm
Tropical Line	1.7 cm
Winter Line below	1.7 cm
Winter North Atlantic Line	NOT REQUIRED

Tropical Fresh Water Freeboard	267 cm
Fresh Water	284 cm
Tropical	284 cm
Winter	318 cm
Winter North Atlantic	NOT REQUIRED

22 FEB 1965

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.



Round of beam superstructure deck 350 mm.

Draught (M)	Displacement (tons of 1000 kgs.) in seawater	Tons (1000 kgs.) / inch. in seawater
8.00 m.	16408	24.09
8.20 "	16894	24.30
8.40 "	17387	24.51

excess height of Forecastle.

$$\text{Allowance} = \frac{2.518 - 2.290}{3} \times \frac{66.65}{157.00}$$

$$= 32.26$$

$$C_b = \frac{19,700}{157.60 \times 20.30 \times 11.202 \times 85}$$

$$= 0.6467$$

Trade of ship Ocean going

Names of sister ships

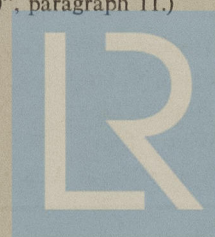
Builder's name and yard number De Rotterdamsche Droogdok Mij. N.V. Yard No. 307

Owners Ministerie van Defensie (Marine) (Royal Netherlands Navy)

Fee £ not charged: (No certificates to be issued)

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

Please see First Entry report.



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