

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"LDDU"</b> <i>Ex. M.M.S. 1013.</i>	Official Number ✓	Nationality and Port of Registry <b>NORWEGIAN.</b> <b>TRONDHEIM.</b>	Gross Tonnage <b>312.55</b> <b>313.</b>	Date of Build <b>1943.</b>	Port of Survey <b>TRONDHEIM.</b> <b>OSLO DISTRICT.</b>
Moulded Dimensions: Length <b>125'-10"</b> Breadth <b>26'-5"</b> Depth <b>15'-0"</b> <b>125.83</b> <b>26.42</b> <b>15.00</b>					Date of Survey <b>6TH OF APRIL 1948.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth.....tons					Surveyor's Signature <i>Frederik W. W.</i>
Coefficient of fineness for use with Tables <b>.68 (ASSUMED.)</b>					Particulars of Classification <b>CLASS CONTEPL.</b> <b>A - WOOD.</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>15.00</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(15.25 - 8.39) .968 = +6.64</b> ✓	Moulded Breadth (B) <b>26.42</b> ✓
Stringer plate ... .. <b>25</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>6.86</b> ✓	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>6.34</b> ✓
3" Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam <b>6 1/2"</b> = <b>8.50</b> ✓
Depth for Freeboard (D) = <b>15.25</b>		Difference <b>+ .16</b> ✓
		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.16 \times .8258}{4} = .03$ ✓

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..						Standard Height of Superstructure <b>6.00</b>
" overhang ... ..						" " R.Q.D. ✓
R.Q.D. enclosed ... ..						Deduction for complete superstructure <b>18.58</b>
" overhang ... ..						Percentage covered $\frac{S}{L} = 17.75$ ✓
Bridge enclosed ... ..						" " $\frac{S_1}{L} = 17.42$ ✓
" overhang aft ... ..						" " $\frac{E}{L} = 17.42$ ✓
" overhang forward ... ..						Percentage from Table, Line A. <b>8.71</b> ✓
F'cle enclosed ... ..	<b>21.50</b> ✓	<b>21.50</b> ✓	<b>6.42</b> ✓	✓	<b>21.50</b> ✓	(corrected for absence of forecastle (if required))
" overhang ... ..	<b>.83</b> ✓	<b>.42</b> ✓			<b>.42</b> ✓	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 = <b>18.58 - .0871 = -1.62</b> ✓
" " forward ... ..						
Total ... ..	<b>22.33</b> ✓	<b>21.92</b> ✓			<b>21.92</b> ✓	

## SHEER CORRECTION.

Draughts when actual ordinates lifted :-  
Fwd. : 7'-10". Aft : 11'-10".

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P. ... ..	<b>22.58</b> ✓	1	<b>22.58</b> ✓	<b>7'-5"</b>	<b>22.58</b> ✓	1	<b>22.58</b> ✓	Mean actual sheer aft
1/8 L from A.P. ... ..	<b>10.05</b> ✓	4	<b>40.20</b> ✓	<b>6'-6"</b>	<b>10.05</b> ✓	4	<b>40.20</b> ✓	Mean standard sheer aft = <b>EXCESS.</b>
3/8 L " ... ..	<b>2.485</b> ✓	2	<b>4.97</b> ✓	<b>6'-4"</b>	<b>2.485</b> ✓	2	<b>4.97</b> ✓	Mean actual sheer forward
Amidships ... ..	✓	4	✓	<b>6'-8"</b>	✓	4	✓	Mean standard sheer forward = <b>DEFICIENT.</b>
5/8 L from F.P. ... ..	<b>4.97</b> ✓	2	<b>9.94</b> ✓	<b>7'-5 1/2"</b>	<b>1.50</b> ✓	2	<b>3.00</b> ✓	Length of enclosed superstructure forward of amidships =
1/8 L " ... ..	<b>20.10</b> ✓	4	<b>80.40</b> ✓	<b>8'-5"</b>	<b>5.00</b> ✓	4	<b>20.00</b> ✓	" " aft of " =
F.P. ... ..	<b>45.17</b> ✓	1	<b>45.17</b> ✓	<b>10'-0"</b>	<b>16.00</b> ✓	1	<b>16.00</b> ✓	
Total ... ..			<b>203.26</b> ✓				<b>106.75</b> ✓	
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{96.51}{18} \left( .75 - .0887 \right) = +3.55$ ✓								
If limited on account of midship superstructure. <b>.6613</b> If limited to maximum allowance of 1 1/2 ins. per 100 ft.								

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	
Additional for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient	<b>12.58</b> ✓
Depth to Freeboard Deck = <b>15.25</b> ✓	Δ =		<b>12.58</b> ✓
Summer freeboard = <b>1.75</b> ✓	Tons per inch immersion at summer load water line	Depth Correction ... ..	<b>6.64</b> ✓
Moulded draught (d) = <b>13.50</b> ✓	T =	Deduction for superstructures ... ..	<b>1.62</b> ✓
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Sheer correction ... ..	<b>3.55</b> ✓
Winter freeboard = $\frac{d}{4}$ inches = <b>3.375</b> <b>3 3/8</b> ✓	= <b>3"</b> ✓	Round of Beam correction ... ..	<b>.03</b> ✓
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... ..	✓
		Other corrections, scantlings, etc. ... ..	✓
			<b>10.19</b> <b>1.65</b> <b>+ 8.34</b> ✓
			Summer Freeboard = <b>21.12</b> ✓

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, 5/16" Deck :-

Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED	Tropical Fresh Water Freeboard	<b>1'-9"</b> = <b>533 m/m</b> ✓
Fresh Water Line " "	<b>3 1/4" = 76 m/m</b> ✓	Fresh Water	<b>1'-6"</b> = <b>457 m/m</b> ✓
Tropical Line " "	NOT ASSIGNED	Tropical	<b>3'-0 1/4"</b> = <b>616 m/m</b> ✓
Winter Line below " "	<b>3 1/4" = 83 m/m</b> ✓	Winter	
Winter North Atlantic Line " "	NOT ASSIGNED	Winter North Atlantic	



*Middle*

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.

SHEER :-

7'-5"	+ 9" ✓	+ 24" ✓	+ 33" ✓
6'-6"	- 2" ✓	+ 16" ✓	+ 14" ✓
6'-4"	- 4" ✓	+ 8" ✓	+ 4" ✓
6'-8"	✓	✓	✓
7'-5½"	+ 9.50" ✓	- 8" ✓	+ 1.30 ✓
8'-5"	+ 21" ✓	- 16" ✓	+ 5.00 ✓
10'-0"	+ 40" ✓	- 24" ✓	+ 16.00 ✓

DRAUGHT AFT.	11'-10"
" FWD.	7'-10"
	<u>4'-0"</u>
	= 48.00"

Trade of ship The British Isles, the Continent of Europe and Iceland.

Names of sister ships M.M.S. TYPE.

Builder's name and yard number Built at Peterhead, Scotland. 1943. M.M.P. 1013.

Owners Skips A/S Tempe, Strinda.

Fee £ Wr. 94.-

*X* Not yet charged.



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Foundation