

Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

|  |  |  |                                |                              |   |  |
|--|--|--|--------------------------------|------------------------------|---|--|
| Computation of Freeboard for Steamer, Sailing Ship, Tanker                         |  |  |                                |                              | Port of Survey <u>Gothenburg</u>            |  |
| having <u>Prop Bridge and Forecastle.</u>  |  |  |                                |                              | Date of Survey <u>14th-17th Febr. 1936</u>  |  |
| (Type of Superstructures.)   |  |  |                                |                              | Name of Surveyor <u>A. Hjerppe</u>          |  |
| Ship's Name<br><u>1/2 TORÖ</u><br><u>(EX "FRYKEN")</u>                             |  | Nationality and Port of Registry<br><u>Swedish</u><br><u>Stockholm</u> | Official Number<br><u>7139</u> | Gross Tonnage<br><u>1467</u> | Date of Build<br><u>1924</u><br><u>8 m.</u> |  |
| Moulded Dimensions: Length <u>256</u>  |  | Breadth <u>38' 2"</u>  | Depth <u>18' 9 1/4"</u>        |                              |   |  |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons |  |  |                                |                              |   |  |
| Coefficient of fineness for use with Tables _____                                  |  |  |                                |                              |   |  |
| Particulars of Classification <u>*100A1</u><br><u>SS GOT 11-2-33</u>               |  |  |                                |                              |   |  |

|   |  |  |
|---|--|--|
| <b>Depth for Freeboard (D)</b>                                  | <b>Depth correction</b>  | <b>Round of Beam correction</b>  |
| Moulded depth ... ..  | (a) Where D is greater than Table depth<br>(D-Table depth) R =           | Moulded Breadth (B)  |
| Stringer plate ... ..   | (b) Where D is less than Table depth (if allowed)<br>(Table depth-D) R = | Standard Round of Beam = $\frac{B \times 12}{50}$ =                            |
| Sheathing on exposed deck<br>$T \left( \frac{L-S}{L} \right) =$ | If restricted by superstructures   | Ship's Round of Beam =   |
| Depth for Freeboard (D) =                                       |  | Difference   |
|   |  | Restricted to  |
|   |  | Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ |

### DEDUCTION FOR SUPERSTRUCTURES.

|                            | Mean Covered Length (S) | Equivalent Enclosed Length (S <sub>1</sub> ) | Height | Height Correction | Effective Length (E) |
|----------------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed ... ..       |                         |  |        |                   |                      |
| „ overhang ... ..          |                         |  |        |                   |                      |
| R.Q.D. enclosed ... ..     |                         |  |        |                   |                      |
| „ overhang ... ..          |                         |  |        |                   |                      |
| Bridge enclosed ... ..     |                         |  |        |                   |                      |
| „ overhang aft ... ..      |                         |  |        |                   |                      |
| „ overhang forward ... ..  |                         |  |        |                   |                      |
| Forecastle enclosed ... .. |                         |  |        |                   |                      |
| „ overhang ... ..          |                         |  |        |                   |                      |
| Trunk aft ... ..           |                         |  |        |                   |                      |
| „ forward ... ..           |                         |  |        |                   |                      |
| Tonnage opening aft ... .. |                         |  |        |                   |                      |
| „ „ forward ... ..         |                         |  |        |                   |                      |
| Total ... ..               |                         |  |        |                   |                      |

Standard Height of Superstructure \_\_\_\_\_

„ „ R.Q.D. \_\_\_\_\_

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. ... ..            |                   | 1   |         |                 |                    | 1   |         |
| 1/4 L from A.P. ... .. |                   | 4   |         |                 |                    | 4   |         |
| 2/4 L „ ... ..         |                   | 2   |         |                 |                    | 2   |         |
| Amidships ... ..       |                   | 4   |         |                 |                    | 4   |         |
| 3/4 L from F.P. ... .. |                   | 2   |         |                 |                    | 2   |         |
| 1/4 L „ ... ..         |                   | 4   |         |                 |                    | 4   |         |
| F.P. ... ..            |                   | 1   |         |                 |                    | 1   |         |
| Total ... ..           |                   |     |         |                 |                    |     |         |

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 „ =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) =$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

|   |  |   |
|---|--|---|
| <b>Deduction for Tropical Freeboard.</b><br><b>Addition for Winter and Winter North Atlantic Freeboard.</b> | <b>Deduction for Fresh Water.</b><br>Displacement in salt water at summer load water line<br>$\Delta =$<br>Tons per inch immersion at summer load water line<br>$T =$<br>Deduction = $\frac{\Delta}{40 T}$ inches<br>$=$ | <b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)<br>Correction for coefficient |
| Depth to Freeboard Deck = _____ Ft.   |  |   |
| 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) = _____  |  |   |

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

|   |  |                                       |  |
|---|--|---------------------------------------|--|
| Tropical Fresh Water Line above Centre of Disc ... .. |  | Tropical Fresh Water Freeboard ... .. |  |
| Fresh Water Line „ „ ... ..                           |  | Fresh Water „ „ ... ..                |  |
| Tropical Line „ „ ... ..                              |  | Tropical „ „ ... ..                   |  |
| Winter Line below „ „ ... ..                          |  | Winter „ „ ... ..                     |  |
| Winter North Atlantic Line „ „ ... ..                 |  | Winter North Atlantic „ „ ... ..      |  |

*This report refers only to the condition of the vessel as presented with for timber deck cargoes*



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS |                       |  |  |  |  |  |  |  |  |
|---|-----------------------|--|--|--|--|--|--|--|--|
| Description of Hatchway                         |                       | Bridge open for hold.                    |  |  |  |  |  |  |  |
| Dimensions of Hatchway                          |                       | 18' x 7' 8"                              |  |  |  |  |  |  |  |
| COAMINGS  | Height above Deck     | 9"                                       |  |  |  |  |  |  |  |
|   | Thickness             | Sides                                    |  |  |  |  |  |  |  |
|   | Stiffeners            | Ends                                     |  |  |  |  |  |  |  |
|   | Brackets, Stays       | welded                                   |  |  |  |  |  |  |  |
| HATCH BEAMS                                     | Number                | 1  |  |  |  |  |  |  |  |
|   | Spacing               | 12' 6"                                   |  |  |  |  |  |  |  |
|   | Scantling and Sketch  | 12' 6" x 12' 6"                          |  |  |  |  |  |  |  |
|   | Bearing Surface       | Deck beam and the whole line deck plates |  |  |  |  |  |  |  |
| FORE AND AFTERS                                 | Number                | 1  |  |  |  |  |  |  |  |
|   | Spacing               | 12' 6"                                   |  |  |  |  |  |  |  |
|   | Unsupported Lengths   | 12' 6"                                   |  |  |  |  |  |  |  |
|   | Scantling* and Sketch | 12' 6" x 12' 6"                          |  |  |  |  |  |  |  |
| HATCH COVERS                                    | Material              | wood                                     |  |  |  |  |  |  |  |
|   | Thickness             | 2 1/2"                                   |  |  |  |  |  |  |  |
|   | How fitted            | F 4 1/2"                                 |  |  |  |  |  |  |  |
|   | Bearing Surface       | 3"                                       |  |  |  |  |  |  |  |
| Spacing of Cleats                               |                       | 24"                                      |  |  |  |  |  |  |  |
| Number of Tarpaulins                            |                       | 1  |  |  |  |  |  |  |  |

\*Are wood fore and afters steel shod at all bearing surfaces?  
Are battens and wedges efficient and in good condition?  
Are tarpaulins in good condition and in accordance with rule requirements?  
Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes:—

Particulars of Side Scuttles:—

Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:—

RETAIN

| Particulars of Freeing Arrangements. |                   |                   |                       |                  |                |                     |
|--------------------------------------|-------------------|-------------------|-----------------------|------------------|----------------|---------------------|
|                                      | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
| After Well                           |                   |                   |                       |                  |                |                     |
| Forward Well                         |                   |                   |                       |                  |                |                     |

State position of each freeing port (F. and A. position and height above deck edge) } After Well:—  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—  
Additional area where sheer is less than standard.

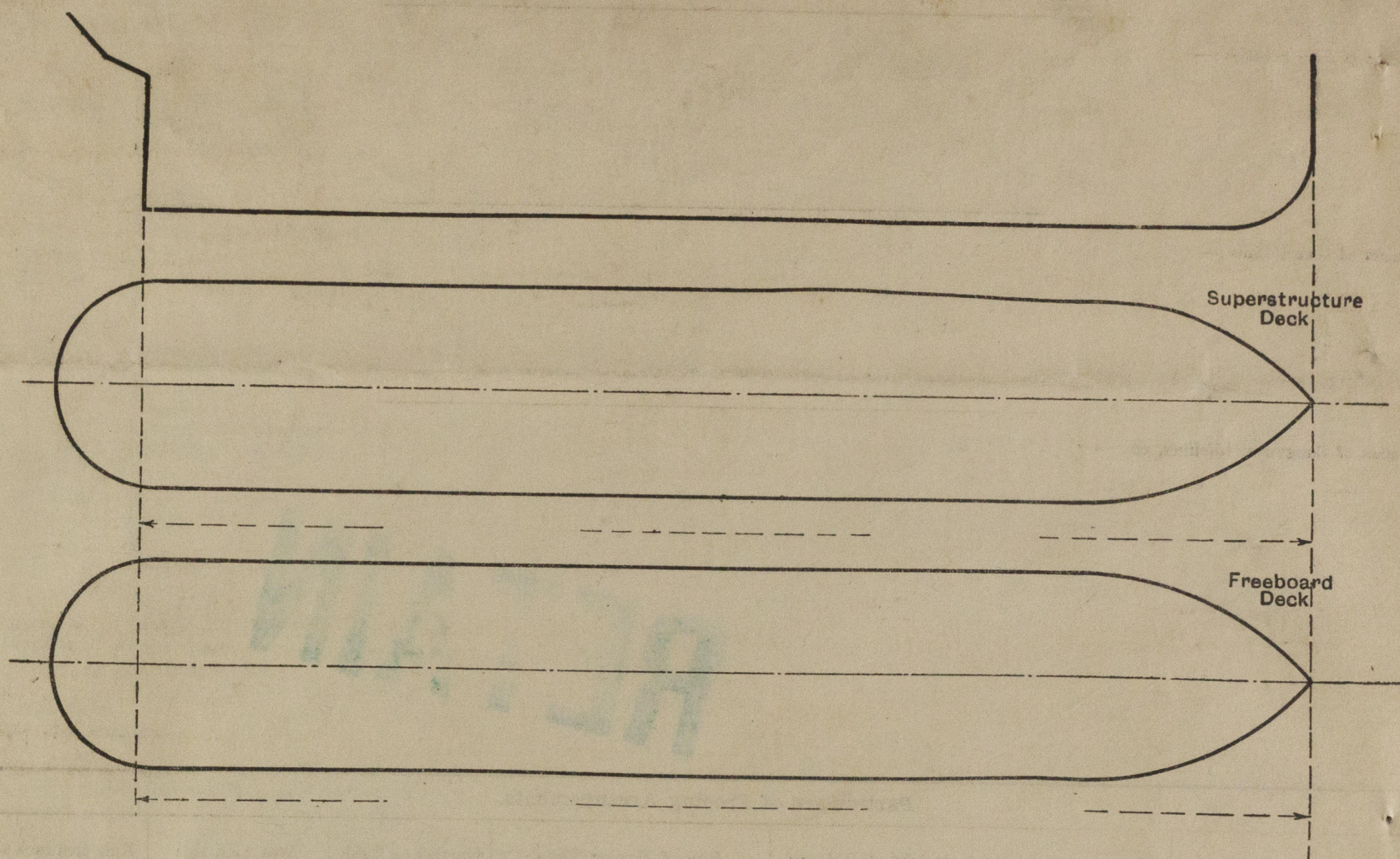
| Particulars of Superstructures, Trunks, Casings, Deckhouses.                        |         |         |            |         |                               |                  |                 |                   |
|---|---------|---------|------------|---------|-------------------------------|------------------|-----------------|-------------------|
|   | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
| Poop Bulkhead   |         |         |            |         |                               |                  |                 |                   |
| Raised Quarter Deck Bulkhead  |         |         |            |         |                               |                  |                 |                   |
| Bridge, After Bulkhead  |         |         |            |         |                               |                  |                 |                   |
| Bridge, Forward Bulkhead  |         |         |            |         |                               |                  |                 |                   |
| Forecastle Bulkhead   |         |         |            |         |                               |                  |                 |                   |
| Trunk, Aft  |         |         |            |         |                               |                  |                 |                   |
| Trunk, Forward  |         |         |            |         |                               |                  |                 |                   |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks                      |         |         |            |         |                               |                  |                 |                   |
| Exposed Machinery Casings on Superstructure Decks                                   |         |         |            |         |                               |                  |                 |                   |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances |         |         |            |         |                               |                  |                 |                   |
| Deckhouses on Flush Deck Ships  |         |         |            |         |                               |                  |                 |                   |

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

|   |  |
|---|--|
| Poop Bulkhead   |  |
| Raised Quarter Deck Bulkhead  |  |
| Bridge, After Bulkhead  |  |
| Bridge, Forward Bulkhead  |  |
| Forecastle Bulkhead   |  |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks                      |  |
| Exposed Machinery Casings on Superstructure Decks                                   |  |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances |  |
| Deckhouses on Flush Deck Ships  |  |



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

Timber deck cargo freeboard now desired.  
Prop fitted and spare steering fitted on poop deck ✓  
Double bottom tanks No 3 and 4 longitudinal sub-divided ✓

Bulwark 49" high in forward well and after well. of 7<sup>mm</sup> plate top rail 6<sup>3</sup>/<sub>16</sub>" x .40 L and  
Stanchion spaced about 5'6" apart 5 freeing port each side forward and aft. 41" x 20<sup>1</sup>/<sub>2</sub>" with  
one rod across opening. ✓  
Fittings for uprights made of riveted angles to deck spaced about 10'6" apart. forward  
and after well. ✓  
Eyeplates for lashings. Ringbolts fitted on every second stanchion and  
bulwark stanchion satisfactory riveted to deck. ✓

Builder's name and yard number Kockums M. T. S/S. Malmö

Names of sister ships

Owners Pederi S.B. Rec (Mgt. K M Källström) Stockholm.

Fee kr. 75. :

Received by me



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