

Amended Convention computation

4 MAY 1974

Rpt. C.11.

Index. No. 24844
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker having <u>Poop, Bridge & Forecastle</u>					Port of Survey <u>Dredrikstad</u>
(Type of Superstructures.)					Date of Survey <u>4/10/32</u>
Ship's Name <u>GIMLE</u>	Nationality and Port of Registry <u>Norwegian</u> <u>Oslo</u>	Official Number <u>1271</u>	Gross Tonnage <u>1916</u> <u>/12</u>	Date of Build <u>1916</u> <u>/12</u>	Name of Surveyor
Moulded Dimensions: Length <u>237.0</u> ✓ Breadth <u>36.25</u> ✓ Depth <u>18.0</u> ✓					Particulars of Classification <u>+ 100 A.1</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>2890</u> ✓ tons					
Coefficient of fineness for use with Tables <u>.770</u> ✓					

Depth for Freeboard (D) Moulded depth <u>18.00</u> ✓ Stringer plate <u>.04</u> ✓ Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓ Depth for Freeboard (D) = <u>18.04</u> ✓	Depth correction (a) Where D is greater than Table depth (D - Table depth) R = <u>(18.04 - 15.80) 1.823 = +4.08</u> ✓ (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) <u>36.25</u> ✓ Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>8.70</u> ✓ Ship's Round of Beam = <u>9</u> ✓ Difference <u>.30</u> ✓ Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{.30}{4} \times .57 =$ <u>-.04</u> ✓
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	<u>19.70</u>	<u>19.70</u>	<u>7'-0"</u>	✓	<u>19.70</u>	Standard Height of Superstructure <u>6'-0"</u>
" overhang						" " R.Q.D. ✓
R.Q.D. enclosed						Deduction for complete superstructure <u>29.70</u>
" overhang						Percentage covered $\frac{S}{L} =$ <u>43.78 %</u> ✓
Bridge enclosed... ..	<u>57.50</u>	<u>57.50</u>	<u>7'-0"</u>	✓	<u>57.50</u>	" " $\frac{S_1}{L} =$ <u>43.00 %</u> ✓
" overhang aft						" " $\frac{E}{L} =$ <u>43.00 %</u> ✓
" overhang forward	<u>1.92</u>	<u>.96</u>			<u>.96</u>	Percentage from Table, Line A. ✓
F'cle enclosed	<u>11.63</u>	<u>11.63</u>	<u>7'-0"</u>	✓	<u>11.63</u>	(corrected for absence of forecastle (if required)) ✓
" overhang	<u>13.00</u>	<u>12.13</u>			<u>12.13</u>	Percentage from Table, Line B. <u>30.05 %</u> ✓
Trunk aft						(corrected for absence of forecastle (if required)) ✓
" forward						Interpolation for bridge less than 2L (if required) ✓
Tonnage opening aft						Deduction = <u>29.70</u> × <u>.3005</u> = <u>- 8.93</u> ✓
" " forward						
Total	<u>103.75</u>	<u>101.92</u>			<u>101.92</u>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	<u>33.70</u>	1		<u>33.70</u>	<u>43.00</u>	<u>33.70</u>	1		<u>33.70</u>	Mean actual sheer aft = <u>Excess</u>
$\frac{1}{4}$ L from A.P.	<u>14.99</u>	4		<u>59.96</u>	<u>19.50</u>	<u>14.99</u>	4		<u>59.96</u>	Mean actual sheer forward = <u>Deficient</u> <u>96.66 %</u> ✓
$\frac{2}{4}$ L "	<u>3.71</u>	2		<u>7.42</u>	<u>4.80</u>	<u>3.71</u>	2		<u>7.42</u>	Mean standard sheer forward
Amidships	✓	4		✓	✓	✓	4		✓	Length of enclosed superstructure forward of amidships = } <u>Deficient</u>
$\frac{3}{4}$ L from F.P.	<u>7.41</u>	2		<u>14.82</u>	<u>7.00</u>	<u>7.00</u>	2		<u>14.00</u>	" " aft of " = } <u>Sheers</u>
$\frac{1}{4}$ L "	<u>29.99</u>	4		<u>119.96</u>	<u>27.20</u>	<u>27.20</u>	4		<u>108.80</u>	
F.P.	<u>67.40</u>	1		<u>67.40</u>	<u>71.00</u>	<u>71.00</u>	1		<u>71.00</u>	
Total				<u>303.26</u>					<u>294.88</u>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ $\frac{8.38}{18} \times (.75 - .2189) =$ <u>+ .25</u> ✓										
If limited on account of midship superstructure. ✓										If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <u>18.04</u> Ft. Summer freeboard = <u>2.25</u> Moulded draught (d) = <u>15.79</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>3.95</u> = <u>4"</u> Addition for Winter North Atlantic Freeboard (if required) = <u>2"</u>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.770 + .68}{1.36} = \frac{1.45}{1.36}$ <table><tr><th></th><th>+</th><th>-</th></tr><tr><td>Depth Correction</td><td><u>4.08</u></td><td>✓</td></tr><tr><td>Deduction for superstructures</td><td>✓</td><td><u>8.93</u></td></tr><tr><td>Sheer correction</td><td><u>.25</u></td><td>✓</td></tr><tr><td>Round of Beam correction</td><td>✓</td><td><u>.04</u></td></tr><tr><td>Correction for Thickness of Deck amidships</td><td>✓</td><td>✓</td></tr><tr><td>Other corrections, scantlings, etc.</td><td>✓</td><td>✓</td></tr><tr><td></td><td><u>4.33</u></td><td><u>8.97</u></td></tr><tr><td>Summer Freeboard =</td><td><u>27.09</u></td><td></td></tr></table> <u>2'-3" = 686 mm</u>		+	-	Depth Correction	<u>4.08</u>	✓	Deduction for superstructures	✓	<u>8.93</u>	Sheer correction	<u>.25</u>	✓	Round of Beam correction	✓	<u>.04</u>	Correction for Thickness of Deck amidships	✓	✓	Other corrections, scantlings, etc.	✓	✓		<u>4.33</u>	<u>8.97</u>	Summer Freeboard =	<u>27.09</u>	
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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 " "

2'-3" = 686 mm

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS												
Description of Hatchway												
Dimensions of Hatchway												
COAMINGS	{	Height above Deck ...										
		Thickness { Sides ...										
			{ Ends ...									
		Stiffeners										
		Brackets, Stays										
HATCH BEAMS	{	Number										
		Spacing										
		Scantling and Sketch ...										
		Bearing Surface										
FORE AND AFTERS	{	Number										
		Spacing										
		Unsupported Lengths ...										
		Scantling* and Sketch ...										
		Bearing Surface										
HATCH COVERS	{	Material										
		Thickness										
		How fitted										
		Bearing Surface										
Spacing of Cleats												
Number of Tarpaulins												
<p>*Are wood fore and afters steel shod at all bearing surfaces ?</p> <p>Are battens and wedges efficient and in good condition ?</p> <p>Are tarpaulins in good condition and in accordance with rule requirements ?</p> <p>Are lashings provided in accordance with rule requirements ?</p>												

Particulars of fiddley, 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 :—

Rpt. 9a.

Port of

Continuation of Report No. dated

on the

"GIMLE"

Timber freeboard report.

