

Cloud's Register of Shipping. SURVEYS FOR FREEBOARD.

INDEX No. 33291
(For London Office only.)

26 NOV 1931

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Forecastle, Bridge, Raised Quarter deck and sunk-hoop.*

Port of Survey *Copenhagen.*Date of Survey *19th 20th Nov. 1931.*Name of Surveyor *H. Jell Lydenum.*Particulars of Classification ** 100. A. 1.*

Ship's Name
S/S "ENGLAND"
No 20216 in the Reg. Book.

(Type of Superstructures.)

Nationality and Port of Registry
Danish Copenhagen

Official Number
✓

Gross Tonnage
2299

Date of Build
1930-1

Moulded Dimensions: Length *283' 0"* Breadth *41' 10"* Depth *20' 4"*
Displacement at moulded draught = 85 per cent. of moulded depth. *4490* tons
Suitability for use with Tables *✓ 768*

Freeboard (D)

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =*(20.36 - 18.87) 2.177 = + 3.24*(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) *41' 10"*Standard Round of Beam = $\frac{B \times 12}{50} = 10.04$ Ship's Round of Beam = *10*Difference *0.04*

Restricted to

Correction = $\frac{\text{Diff} \times (1 - \frac{S_1}{L})}{4} = -0.1(1 - .68) = \text{Nil}$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
<i>18' 7 1/4"</i>	<i>18.60</i>	<i>3' 6"</i>	<i>✓</i>	<i>18.60</i>
<i>0' 6"</i>	<i>0.25</i>	<i>✓</i>	<i>✓</i>	<i>0.25</i>
<i>92' 6"</i>	<i>92.50</i>	<i>4' 0"</i>	<i>4.00</i>	<i>83.33</i>
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4.44</i>	<i>✓</i>
<i>52' 6"</i>	<i>52.50</i>	<i>7' 6"</i>	<i>✓</i>	<i>52.50</i>
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>2' 6"</i>	<i>1.25</i>	<i>✓</i>	<i>✓</i>	<i>1.25</i>
<i>28' 1 3/4"</i>	<i>28.15</i>	<i>1' 7"</i>	<i>✓</i>	<i>28.15</i>
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
<i>194.25</i>	<i>193.00</i>	<i>✓</i>	<i>✓</i>	<i>184.88</i>

Standard Height of Superstructure *6.33*" " R.Q.D. *4.44*Deduction for complete superstructure *34.20*Percentage covered $\frac{S}{L} = 68.64$ " " $\frac{S_1}{L} = 68.20$ " " $\frac{E}{L} = 64.96$

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 = *34.20 × 54.43 = 18.62*

SHEER CORRECTION.

Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
<i>8.30</i>	<i>1</i>	<i>38.30</i>	<i>45' 52"</i>	<i>52.00</i>	<i>1</i>	<i>52.00</i>
<i>7.04</i>	<i>4</i>	<i>68.16</i>	<i>23' 4"</i>	<i>22.52</i>	<i>4</i>	<i>90.08</i>
<i>4.21</i>	<i>2</i>	<i>8.42</i>	<i>6' 56"</i>	<i>5.63</i>	<i>2</i>	<i>11.26</i>
<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>
<i>8.43</i>	<i>2</i>	<i>16.86</i>	<i>8' 11.31"</i>	<i>11.31</i>	<i>2</i>	<i>22.62</i>
<i>34.09</i>	<i>4</i>	<i>136.36</i>	<i>43' 2"</i>	<i>45.23</i>	<i>4</i>	<i>180.92</i>
<i>6.60</i>	<i>1</i>	<i>76.60</i>	<i>108' 10.14"</i>	<i>104.00</i>	<i>1</i>	<i>104.00</i>
<i>✓</i>	<i>✓</i>	<i>344.70</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>460.88</i>

Mean actual sheer aft = *✓*Mean standard sheer aft = *✓*Mean actual sheer forward = *✓*Mean standard sheer forward = *✓*Length of enclosed superstructure forward of amidships = $\frac{22.10}{283.0} = .078$ " " aft of " = $\frac{30.40}{283.0} = .107$ " " " = $\frac{283.0}{283.0} + R.Q.D.$

Difference between sums of products $(.75 - \frac{S}{2L}) = \frac{116.18}{18} (.75 - .3422) = -2.62 \times \frac{178}{200} = -2.33$

account of midship superstructure.

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

Tropical Freeboard.

Winter and Winter North board.

Freeboard Deck = *20.36*Freeboard = *2.02*Moulded draught (d) = *18.34*

Typical freeboard and addition for

ard = $\frac{d}{4}$ inches = *4.59*

Winter North Atlantic Freeboard (if

2.00

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 4814$

Tons per inch immersion at summer load water line

 $T = 24.02$ Deduction = $\frac{\Delta}{40T}$ inches= *5.01*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{768 + 68}{1.36} = \frac{1.448}{1.36}$ Depth Correction ... *3.24*Deduction for superstructures ... *18.62*Sheer correction ... *2.33*Round of Beam correction ... *✓*Correction for Thickness of Deck amidships ... *✓*Other corrections, scantlings, etc. ... *✓*Summer Freeboard = *24.23*

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

Tropical Fresh Water Line above Centre of Disc ... *9.60* = *244*Fresh Water Line " " ... *5.01* = *127*Tropical Line " " ... *4.59* = *117*Winter Line below " " ... *4.59* = *117*Winter North Atlantic Line " " ... *6.57* = *167*

24.23" = 615 metres

14.63" = 371 "

19.22" = 488 "

19.64" = 498 "

28.82" = 732 "

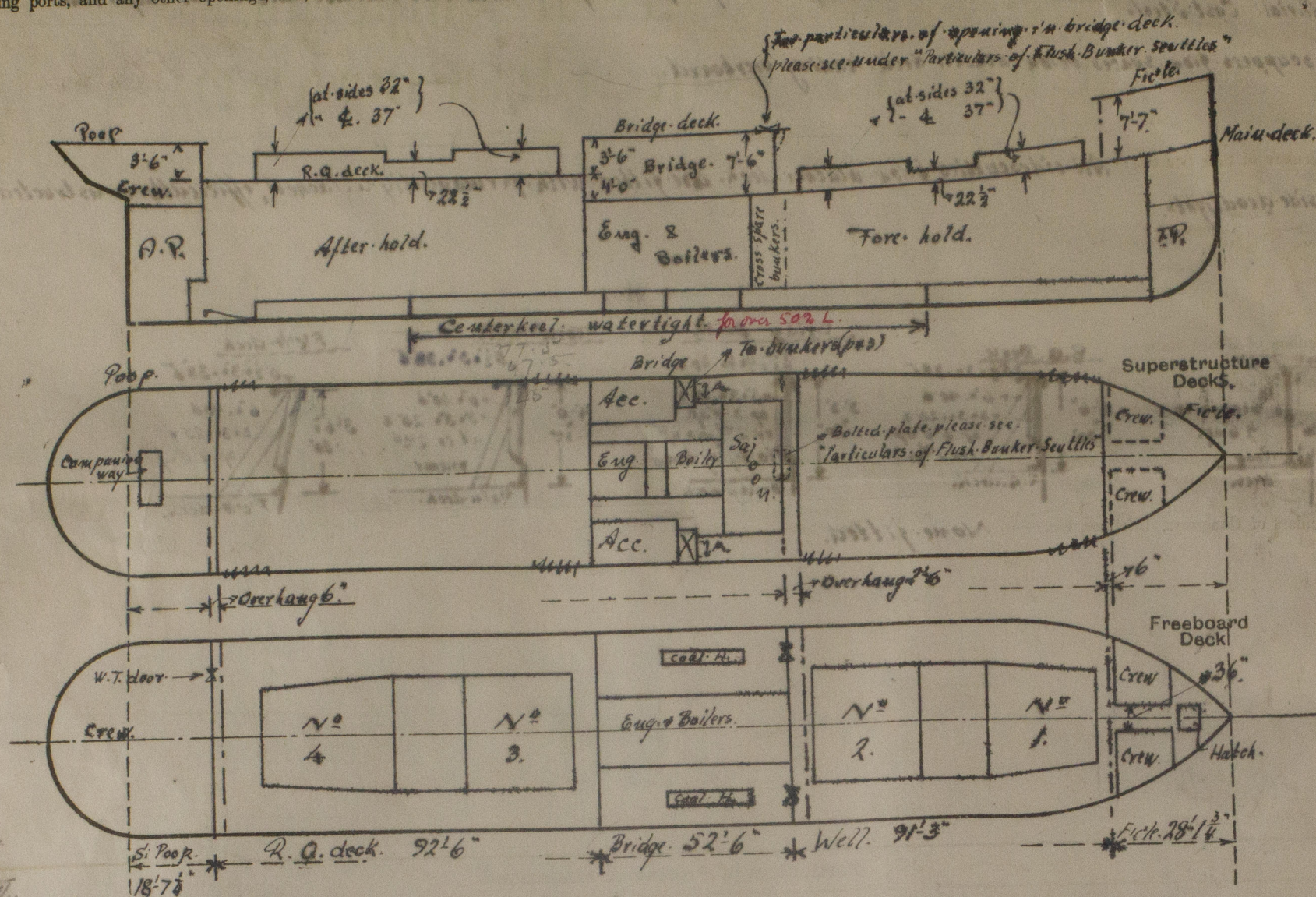
30.92" = 782 "

MARKING FORM

RECEIVED 3.5.32

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 shown on the following sketches:—

Rpt. C.1



18'-7 1/2
92'-6
111'-10
141'-5 1/2
30'-40
52'-50
22'-10

State any special features in the construction of the ship:— *Strengthened for navigation in ice.*

Forecastle. Wood doors in the corridor (36" wide) 4'-9" x 24" with 1 1/2" sill, cap. of being manipulated from both sides.

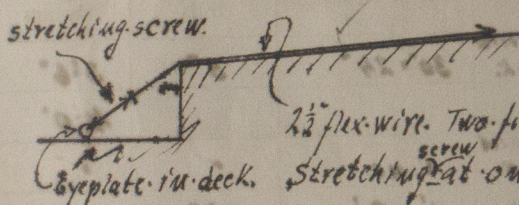
Steel doors at after end of side houses to lavatory. 4'-9" x 24" with 1 1/2" sill, cap. of being manip. from both sides.

Particulars: Plating vert. 30", stiffeners 2" flanges on plates spaced 30" apart.

Openings to bunkers from bridge deck (where marked "A" on the sketch above).

Bolted plate to cover 5'-3" x 2'-10" opening in the front. Sill 18 1/2". Bolts spaced 6" apart, manip. fr. outside only.

Extra securing of hatch covers.



2 1/2" flex wire. Two fitted across each section of hatch covers (one each end).

Stretching at one end of wire only.

Builder's name and yard number *Messrs. Swan, Hunter & Wigham Richardson, Ltd. Yard N° 1415.*

Names of sister ships

Owners *A/S, P/S, "England." (H. A. Christensen). Amaliegade 43, Copenhagen.*

Fee £ : Received by me



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