

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Index. No. **24255**
 (For London Office only.)

24 MAR 1933

Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having *Prop and Monkey forecastle.*

(Type of Superstructures.)

Ship's Name <i>3/5 STORE</i>	Nationality and Port of Registry <i>Swedish Galle</i>	Official Number <i>5683</i>	Gross Tonnage <i>301</i>	Date of Build <i>1915</i>
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Moulded Dimensions: Length *121.5* Breadth *22.42* Depth *12.0*
 Moulded displacement at moulded draught = 85 per cent. of moulded depth
 Coefficient of fineness for use with Tables *774* ✓

Port of Survey *Gothenburg*
 Date of Survey *20th March*
 Name of Surveyor *G. J. J. J.*
 Particulars of Classification **100, A. 1.*
SSGOT 1723-4.23
SSGOT 172-31.

Depth for Freeboard (D) Moulded depth ... <i>12.00</i> Stringer plate ... <i>0.025</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>12.02</i> ✓	Depth correction (a) Where D is greater than Table depth (D - Table depth) R = <i>12.02 - 8.13 = 3.89</i> $3.89 \times 938 = + 3.65$ (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) <i>22.42</i> Standard Round of Beam = $\frac{B \times 12}{50} = \frac{22.42 \times 12}{50} = 5.38$ Ship's Round of Beam = <i>12.0</i> Difference <i>6.00</i> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{6.00}{4} \times 0.6788 = 1.018$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>25'-8"</i>	<i>25.67</i>	<i>7'-0"</i>		<i>25.67</i> ✓	Standard Height of Superstructure <i>6.0</i> ✓
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure <i>18.195</i> ✓
" overhang ...						Percentage covered $\frac{S}{L} = \frac{25.67}{22.42} = 1.145$
Bridge enclosed ...						" " $\frac{S_1}{L} = \frac{25.67}{22.42} = 1.145$
" overhang aft ...						" " $\frac{E}{L} = \frac{25.67}{22.42} = 1.145$
" overhang forward ...						Percentage from Table, Line A. <i>13.10</i> ✓
W'cle enclosed ...	<i>13'-6"</i>	<i>13.50</i>	<i>2'-8"</i>	<i>2.79/6.00</i>	<i>6.28</i> ✓	(corrected for absence of forecastle (if required))
" overhang ...						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required) <i>No bridge</i>
Tonnage opening aft ...						Deduction = <i>-2.38</i> ✓
" " forward						
Total ...	<i>39.17</i>	<i>39.17</i>			<i>31.95</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
P. ...	<i>22.19</i>	<i>1</i>		<i>22.19</i>	<i>28.00</i>	<i>28.00</i>	<i>1</i>		<i>28.00</i>	Mean actual sheer aft = <i>Even</i>
from A.P. ...	<i>9.87</i>	<i>4</i>		<i>39.48</i>	<i>11.85</i>	<i>11.85</i>	<i>4</i>		<i>47.40</i>	Mean actual sheer forward = <i>Even</i>
" ...	<i>2.44</i>	<i>2</i>		<i>4.88</i>	<i>2.96</i>	<i>2.96</i>	<i>2</i>		<i>5.92</i>	Mean standard sheer forward
amidships ...		<i>4</i>					<i>4</i>			Length of enclosed superstructure
from F.P. ...	<i>4.88</i>	<i>2</i>		<i>9.76</i>	<i>4.94</i>	<i>4.88</i>	<i>2</i>		<i>9.76</i>	forward of amidships = <i>No bridge</i>
" ...	<i>19.75</i>	<i>4</i>		<i>79.00</i>	<i>19.75</i>	<i>19.75</i>	<i>4</i>		<i>79.00</i>	" " aft of " =
" ...	<i>44.39</i>	<i>1</i>		<i>44.39</i>	<i>50.00</i>	<i>44.39</i>	<i>1</i>		<i>44.39</i>	
Total ...				<i>199.70</i>					<i>214.47</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{199.70 - 214.47}{18} \left(\frac{75 - 16.06}{2 \times 121.5} \right) = -0.48$ *nil for no bridge*
 If limited on account of midship superstructure, *18* If limited to maximum allowance of 1 1/2 ins. per 100 ft.

 Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = *12.02* ✓
 Summer freeboard = *1.18* ✓
 Moulded draught (d) = *10.84* ✓

 Addition for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{10.84}{4} = 2.71 = 69$ ✓
 Addition for Winter North Atlantic Freeboard (if required) = *2" = 51 mm*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ =

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40T}$ inches

=

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient $\frac{774 + 0.68}{1.36} = \frac{1.454}{1.36}$

	+	-
Depth Correction ...	<i>3.65</i>	
Deduction for superstructures ...		<i>2.38</i>
Sheer correction ...		
Round of Beam correction ...		<i>1.11</i>
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
	<i>3.65</i>	<i>2.49</i>

Summer Freeboard = *14.19* ✓

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

14.19" = 360 mm

Tropical Fresh Water Line above Centre of Disc ...	
Fresh Water Line " " ...	
Tropical Line " " ...	
Winter Line below " " ...	
Winter North Atlantic Line " " ...	<i>120</i> ✓

Tropical Fresh Water Freeboard ...	
Fresh Water " " ...	
Tropical " " ...	
Winter " " ...	
Winter North Atlantic " " ...	

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		No. 1		No. 2					
Dimensions of Hatchway		31'2" x 14'0"		22'0" x 12'0"					
COAMINGS	Height above Deck	32"		32"					
	Thickness	3/8"		3/8"					
	Sides	3/8"		3/8"					
	Stiffeners	5" x 3" x 3/8" L x 4' x 3" x 3/8" L		5" x 3" x 3/8" L x 4' x 3" x 3/8" L					
HATCH BEAMS	Brackets, Stays	One		One					
	Number	6		3					
	Spacing	3'0" x 3/8"		3'0" x 3/8"					
	Scantling and Sketch	18" x 3/8"		12" x 3/8"					
FORE AND AFTERS	Bearing Surface	3'0" x 3/8"		3'0" x 3/8"					
	Number								
	Spacing								
	Unsupported Lengths								
HATCH COVERS	Scantling* and Sketch								
	Bearing Surface								
	Material	Wood							
	Thickness	2"							
How fitted		fore and aft							
Bearing Surface		3"							
Spacing of Cleats		24"							
Number of Tarpaulins		3							

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

Particulars of fiddle, funnel and ventilator coamings:—

Funnel and ventilators on top of casing 1' above prop deck efficiently constructed and supported.

Particulars of Flush Bunker Scuttles:—

One port and starb. closed watertight by iron covers of substantial construction, with bayonet joints.

Particulars of Companionways:—

One to crew space forward of steel closed by hinged steel door, operated from both sides. One ditto on prop deck.

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

2 @ 10" diam and 4' high coaming efficient constructed and supported.

Closing appliances provided

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

Steel pipe goose neck 3' high above deck.

Closing appliances provided

Particulars of Gangway Cargo and Coaling Ports:—

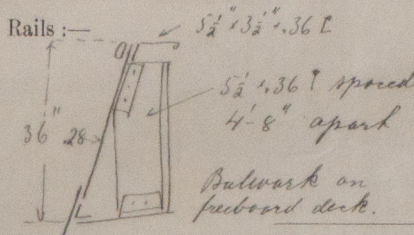
Particulars of Scuppers and Sanitary Discharge Pipes:—

None below freeboard deck.

Particulars of Side Scuttles:—

Side scuttles in crew space fitted with hinged deadlights.

Particulars of Guard Rails:—



Particulars of Gangways, Lifelines, etc.:—

Lifelines fitted forward

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	82'0"	36"	22" x 15"	7		
Forward Well						

State position of each freeing port:—
 (F. and A. position and height above deck edge) After Well:— 5' 11" 16' 1" 27' 0" 33' 2" 44' 3" 55' 4" 66' 5"
 Forward Well:— 5' 11" 16' 1" 27' 0" 33' 2" 44' 3" 55' 4" 66' 5"
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— *hinged shutters.*
 Additional area where sheer is less than standard.

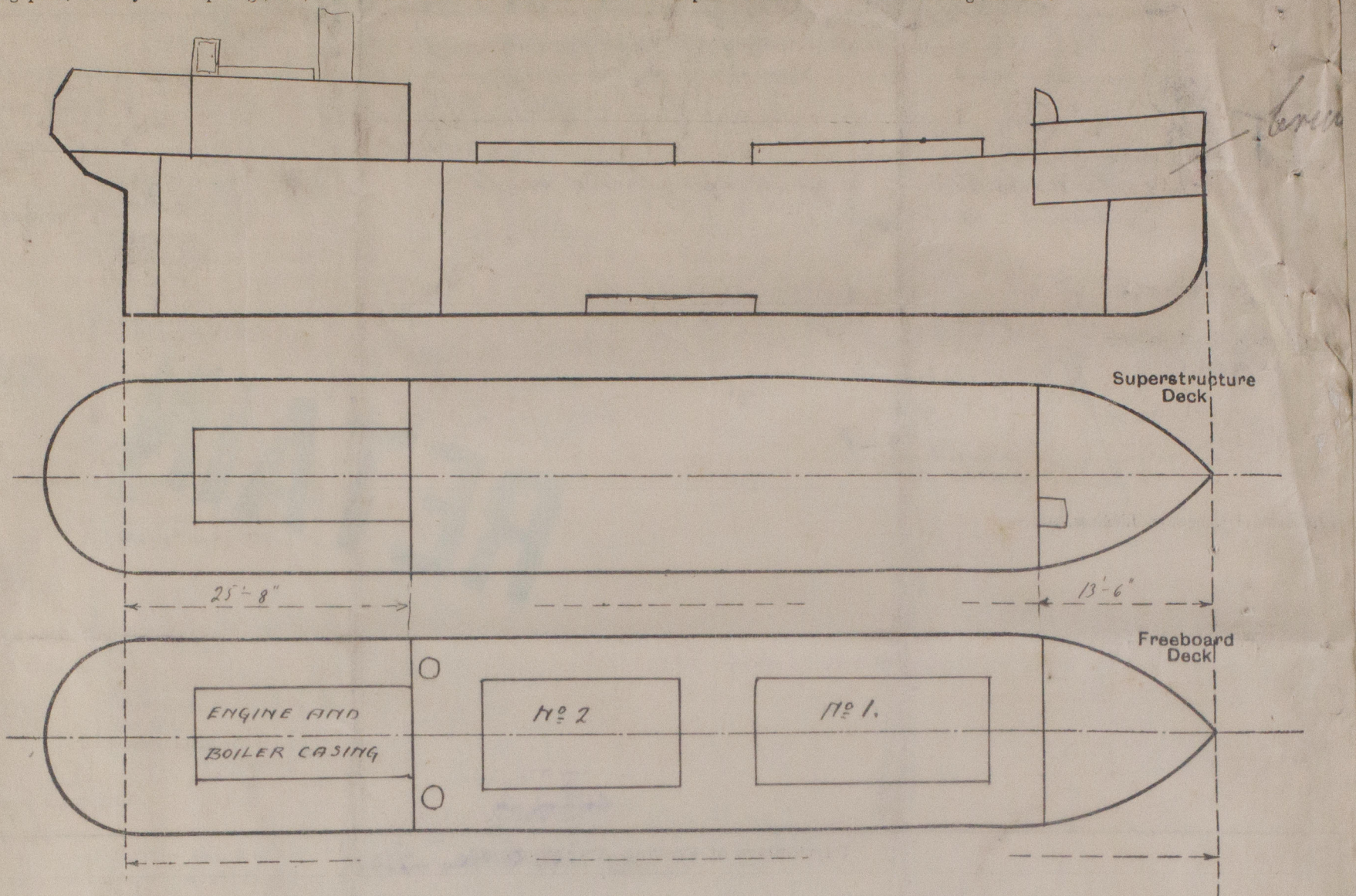
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead		28	3 1/2" x 3" x 3/8"	28"	Bracket top and bottom	4' 10" x 2' 0"	15"	7' 0"
Raised Quarter Deck Bulkhead								
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	<i>Hinged steel doors operated from both sides.</i>
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	

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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.

Poop fitted.

One dbl. bottom tank 22' in length.

Balwards please see page 3.

Fittings for Uprights.

~~and~~ provided as per convention

eyeplates for lashings.

~~and~~ provided as per convention

Builder's name and yard number

P Larsson Thorskog N° 198

Names of sister ships

Owners

Billerads Akfiet. (Chr Høyshavn Mgr.)

Fee

Nr. 75-

Received by me