

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

3 OCT 1939

Ship's Name <i>m/t "Janus"</i>	Official Number	Nationality and Port of Registry <i>Swedish</i> <del>Norwegian</del> <del>Stockholm</del> <del>Sandviken</del>	Gross Tonnage <i>965.05 Br.</i>	Date of Build <i>1939</i>	Port of Survey <i>Landskrona.</i> <i>While building</i>
To CENTRE OF RUDDER STOCK = <i>485.75'</i> Moulded Dimensions: Length <i>485.0</i> Breadth <i>65.75</i> Depth <i>36.75</i>					Date of Survey <i>Adunden</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>22440</i> tons					Surveyor's Signature
Coefficient of fineness for use with Tables <i>.7885</i>					Particulars of Classification <i>*100 A1</i> <i>"Carrying petroleum in bulk"</i> <i>(Contemplated)</i>

Depth for Freeboard (D). Moulded depth ... <i>36.75</i> Stringer plate <i>22 m/m</i> ... <i>.078</i> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>36.822</i>	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(36.82 - 32.38) 3 = +13.32$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures <input checked="" type="checkbox"/>	Round of Beam correction. Moulded Breadth (B) = <i>65.75</i> Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>15.78</i> Ship's Round of Beam = <i>15.75</i> Difference = <i>.03</i> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <i>.03</i> $\times$ <i>.6438</i> = <i>NIL</i>
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>See skts.</i>	<i>105.75</i>	<i>105.75</i>	<i>7.75</i>	<input checked="" type="checkbox"/>	<i>105.75</i>
" overhang ...					
R.Q.D. enclosed					
" overhang					
Bridge enclosed...					
" overhang aft					
" overhang forward					
F'cle enclosed ...	<i>67.26</i>	<i>67.26</i>	<i>7.5</i>	<input checked="" type="checkbox"/>	<i>67.26</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	<i>173.01</i>	<i>173.01</i>			<i>173.01</i>

Standard Height of Superstructure	<i>7.50</i>
" " R.Q.D.	<input checked="" type="checkbox"/>
Deduction for complete superstructure	<i>42.00</i>
Percentage covered $\frac{S}{L} =$	<i>35.62</i>
" " $\frac{S_1}{L} =$	<i>35.62</i>
" " $\frac{E}{L} =$	<i>35.62</i>
Percentage from Table, Line A. TANKER =	<i>26.62</i>
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	<input checked="" type="checkbox"/>
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	<input checked="" type="checkbox"/>
Deduction =	<i>42.00</i> $\times$ <i>.2662</i> = <i>11.18</i>

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>58.57</i>	1		<i>58.57</i>	<i>41.0</i>	<i>41.00</i>	1		<i>41.00</i>
$\frac{1}{2}$ L from A.P. ...	<i>26.06</i>	4		<i>104.24</i>	<i>7.75</i>	<i>7.75</i>	4		<i>31.00</i>
$\frac{3}{4}$ L " ...	<i>6.44</i>	2		<i>12.88</i>	<i>0</i>	<i>-</i>	2		<i>-</i>
Amidships ...	<i>-</i>	4		<i>-</i>	<i>0</i>	<i>-</i>	4		<i>-</i>
$\frac{3}{4}$ L from F.P. ...	<i>12.89</i>	2		<i>25.78</i>	<i>0</i>	<i>-</i>	2		<i>-</i>
$\frac{1}{2}$ L " ...	<i>52.13</i>	4		<i>208.52</i>	<i>24.37</i>	<i>24.37</i>	4		<i>97.48</i>
F.P. ...	<i>114.15</i>	1		<i>114.15</i>	<i>102.25</i>	<i>102.25</i>	1		<i>102.25</i>
Total ...				<i>527.14</i>					<i>271.43</i>

Mean actual sheer aft = *Deficient*  
 Mean standard sheer aft =

Mean actual sheer forward = *Deficient*  
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } *Deficient*  
 " " aft of " = } *Sheer.*

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{255.41}{18} \times \left( \frac{.75 - .1431}{.5719} \right) = + 8.11"$$

If limited on account of midship superstructure ☒If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ☒

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck =	<i>36.82</i>
Summer freeboard =	<i>8.41</i>
Moulded draught (d) =	<i>28.41</i>

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = *7.10* = *180 mm*

## Addition for Winter North Atlantic Freeboard

*required* = *7.10* + *4.86* = *11.96* = *304 mm*

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  *20.250*

Tons per inch immersion at summer load water line

 $T =$  *65.67*Deduction =  $\frac{\Delta}{40 T}$  inches = *7.71*= *196 mm**See page 4 of Rpt. C.11.*

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.787 + .68}{1.36} = \frac{1.467}{1.36}$ Depth Correction ... *13.32*Deduction for superstructures ... *11.18*Sheer correction ... *8.11*

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

*21.43* *11.18* + *10.25*Summer Freeboard = *100.95*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	<i>376</i>	Tropical Fresh Water Freeboard ...	<i>2188</i>
Fresh Water Line " " ...	<i>196</i>	" Fresh Water " " ...	<i>2368</i>
Tropical Line " " ...	<i>180</i>	" Tropical " " ...	<i>2384</i>
Winter Line below " " ...	<i>180</i>	" Winter " " ...	<i>2744</i>
Winter North Atlantic Line " " ...	<i>304</i>	" Winter North Atlantic " " ...	<i>2868</i>

26 OCT 1939



"Janus."

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.

Poop Equivalent Length

$$99.95 + (8.7 \times \frac{2}{3}) = 99.95 + 5.80 = 105.75'$$

Trade of ship

Names of sister ships

Builder's name and yard number

Ceresundsværket A/S; Yard No. 54.

Owners

A. Jakobs Pedersen A/S.

Fee  $\text{Kr. (Sw)} 450.00.$



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Foundation