

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~ MOTOR)

Ship's Name NERITOPSIS	Official Number 180,975	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 8231	Date of Build 1946	Port of Survey GLASGOW
Moulded Dimensions: Length 461.0 Breadth 59.0 Depth 34.0 To centre of rudder stock					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1774Y tons Coefficient of fineness for use with Tables .790					Surveyor's Signature R. Shuman
					Particulars of Classification + 100A1 CARRYING PETROLEUM IN BULK

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 34.0	(a) Where D is greater than Table depth (D - Table depth) R = $\frac{(34.07 - 30.73) \times 3}{3.34} = +10.02$	Moulded Breadth (B) 59.0
Stringer plate ... 8.0	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 14.16$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ NONE	If restricted by superstructures	Ship's Round of Beam = 14.34
Depth for Freeboard (D) = 34.07		Difference .59
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.59}{4} \times .5729 = -.08$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equivalent</i>	96.05	96.05	7'-6"	-	96.05
.. overhang ...					
R.Q.D. enclosed					
.. overhang					
Bridge enclosed <i>equivalent</i>	47.20	47.20	7'-6"	-	47.20
.. overhang aft	8.00	6.00	-	-	6.00
.. overhang forward	7.50	5.62	-	-	5.62
F'cle enclosed	48.04	48.04	7'-6"	-	48.04
.. overhang					
Trunk aft					
.. forward					
Tonnage opening aft					
.. forward	8.7	6.91			6.91
Total	199.29	197.29			197.29

Standard Height of Superstructure	7.5'
" " R.Q.D.	-
Deduction for complete superstructure	42'
Percentage covered $\frac{S}{L} =$	43.2%
" " $\frac{S_1}{L} =$	42.8%
" " $\frac{E}{L} =$	33.8%
Percentage from Table, Line A. Tanker	33.8%
(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 =	42 x .338 = -14.2%

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.10	1		56.10	56.50	56.50	1		56.50
1/4 L from A.P. ...	24.96	4		99.84	25.25	25.25	4		101.00
1/2 L " ...	6.17	2		12.34	5.25	5.25	2		10.50
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	12.34	2		24.68	11.87	11.87	2		23.74
3/4 L " ...	49.92	4		199.68	49.25	49.25	4		197.00
F.P. ...	112.20	1		112.20	113.25	113.25	1		113.25
Total				504.84					501.99

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2.85}{18} \left(.75 - \frac{.2161}{.5359} \right) = +.08$
If limited on account of midship superstructure.

Mean actual sheer aft =
Mean standard sheer aft =

Length of enclosed superstructure forward of amidships =
L

" " aft of " =

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

Depth to Freeboard Deck = **34.07**
Summer freeboard = **6.67**
Moulded draught (d) = **27.40**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **6.85 = 6 3/4**

Addition for Winter North Atlantic Freeboard (if required) = $6.85 + 4.61 = 11.46 = 11 1/2$

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 16849$

Tons per inch immersion at summer load water line

T = **56.0**

Deduction = $\frac{\Delta}{40T}$ inches = **7.52 = 7 1/2**

27'-5 1/2" **14807** **56.0**

28'-0" **17184** **56.5**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.79 + .68}{1.36} = \frac{1.47}{1.36}$

Depth Correction ... **10.02**

Deduction for superstructures ... **14.24**

Sheer correction ... **.08**

Round of Beam correction ... **.08**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Summer Freeboard = **80.08**

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

Tropical Fresh Water Line above Centre of Disc	14 1/4"
Fresh Water Line	7 1/2"
Tropical Line	6 3/4"
Winter Line below	6 3/4"
Winter North Atlantic Line	11 1/2"

Tropical Fresh Water Freeboard ... **6'-8"**

Fresh Water ... **5'-5 3/4"**

Tropical ... **6'-0 1/2"**

Winter ... **6'-1 1/4"**

Winter North Atlantic ... **7'-2 3/4"**

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.

Survey Request Form is forwarded herewith.

approved plans of Midship Section, profile & decks (2 plans) are enclosed for reference.

This vessel is an oil tanker and has been built in accordance with the approved plans.

The butts of the hull plate in this vessel are welded.

$$\begin{array}{r} \text{Poof.} \quad 93.64 \\ \hline \frac{2}{3} \times 3.62 = 2.41 \\ \hline 96.05 \end{array}$$

$$\begin{array}{r} \text{Bridge} \quad 44.62 \\ \hline \frac{2}{3} \times 3.87 = 2.58 \\ \hline 47.20 \end{array}$$

Bridge aft end measuring.

$$\begin{array}{r} \text{On B. deck} \quad 52-7\frac{1}{2} \\ \text{End O'hang} \quad 6 \\ \hline 52-1\frac{1}{2} \\ \text{On flat deck} \quad 44-7\frac{1}{2} \\ \text{Aft measuring} \quad 7-6'' \\ \hline \end{array}$$

Trade of ship International

Names of sister ships NEOTHAUMA Builders W. 82

Builder's name and yard number Wyllyswood S. B. Co Ltd W. 83

Owners Anglo-Saxon Petroleum Co Ltd

Fee £ 19-0-0.



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