

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

F. 211

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

(after lengthening)

Ship's Name <i>Stanvac Nairobi</i> (see James J. Maguire)	Official Number <i>167242</i>	Nationality and Port of Registry <i>British London</i>	Gross Tonnage <i>111643</i>	Date of Build <i>1953</i> RECONSTRUCTION	Port of Survey <i>Hamburg</i>
Moulded Dimensions: Length <i>522'</i> Breadth <i>69.75'</i> Depth <i>37.00'</i>					Date of Survey <i>during Reconstruction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <i>25300</i> tons					Surveyor's Signature <i>W. Ackermann</i>
Coefficient of fineness for use with Tables <i>.773</i>					Particulars of Classification <i>100 171</i> <i>carrying Petroleum in bulk (contaminated)</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <i>37.00'</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(37.00 - 34.80) 3 = +6.87</i>	Moulded Breadth (B) <i>69.75'</i>
Stringer plate <i>1.04"</i> ... <i>.09</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>2.29</i>	Standard Round of Beam = $\frac{B \times 12}{50}$ = <i>16.7</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>16.7</i>
Depth for Freeboard (D) = <i>37.09</i>		Difference <i>NIL</i>
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right)$ = <i>NIL</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>107.19</i>	<i>107.19</i>	<i>8'-0"</i>		<i>107.19</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>40.68</i>	<i>40.68</i>	<i>8'-0"</i>		<i>40.68</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed (see over) ...	<i>36.98</i>	<i>36.98</i>	<i>7'-6"</i>		<i>36.98</i>
" overhang ...	<i>.35</i>	<i>.32</i>			<i>.32</i>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<i>185.20</i>	<i>185.17</i>			<i>185.17</i>

Standard Height of Superstructure	<i>7.5</i>
" " R.Q.D.	
Deduction for complete superstructure	<i>42.00</i>
Percentage covered $\frac{S}{L} =$	
" " $\frac{S_1}{L} =$	<i>35.48</i>
" " $\frac{E}{L} =$	
Percentage from Table, Line <i>TANKER</i>	<i>26.48</i>
(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 =	<i>42.00 x .2648 = -11.12</i>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>62.20</i>	<i>1</i>		<i>62.20</i>	<i>74.89</i>	<i>62.20</i>	<i>1</i>		<i>62.20</i>
$\frac{1}{2}$ L from A.P. ...	<i>27.68</i>	<i>4</i>		<i>110.72</i>	<i>33.38</i>	<i>27.68</i>	<i>4</i>		<i>110.72</i>
$\frac{3}{4}$ L " ...	<i>6.84</i>	<i>2</i>		<i>13.68</i>	<i>7.32</i>	<i>6.84</i>	<i>2</i>		<i>13.68</i>
Amidships ...		<i>4</i>					<i>4</i>		
$\frac{1}{4}$ L from F.P. ...	<i>13.68</i>	<i>2</i>		<i>27.36</i>	<i>11.29</i>	<i>11.29</i>	<i>2</i>		<i>22.58</i>
$\frac{1}{2}$ L " ...	<i>55.36</i>	<i>4</i>		<i>221.44</i>	<i>50.55</i>	<i>50.55</i>	<i>4</i>		<i>202.20</i>
F.P. ...	<i>124.40</i>	<i>1</i>		<i>124.40</i>	<i>118.35</i>	<i>118.35</i>	<i>1</i>		<i>118.35</i>
Total ...				<i>559.80</i>					<i>529.73</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{30.07}{18} \times (.75 - .1774) = +.96$

If limited on account of midship superstructure.

STANDARD SHEER	ACTUAL
<i>13.68</i> 3 <i>41.04</i>	<i>11.29</i> 3 <i>33.87</i>
<i>55.36</i> 3 <i>166.08</i>	<i>50.55</i> 3 <i>151.65</i>
<i>124.40</i> 1 <i>124.40</i>	<i>118.35</i> 1 <i>118.35</i>
	<i>303.87</i>
	<i>331.52</i>

Mean actual sheer aft = *EXCESS*

Mean standard sheer aft = *DEFICIENT.*

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " = *TANKER*

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

Depth to Freeboard Deck = *37.09*

Summer freeboard = *7.96*

Moulded draught (d) = *29.13*

Keel allowance =

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *7.28* = *7\frac{1}{4}*Addition for Winter North Atlantic Freeboard (if required) = *7.28 + 5.22 = 12.50 = 12\frac{1}{2}*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *23302*

Tons per inch immersion at summer load water line

T = *75.08*Deduction = $\frac{\Delta}{40 T}$ inches= $\frac{23302}{40 \times 75.08} = 7.76 = 7\frac{3}{4}$

22500 = 28.39'

23500 = 29.50'

24500 = 30.59'

} draught

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

*92.54**98.86**7.83**11.12**-3.29**95.57*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Water~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line " "

Tropical Line " "

Winter Line below " "

Winter North Atlantic Line " "

Tropical Fresh Water Freeboard

Fresh Water " "

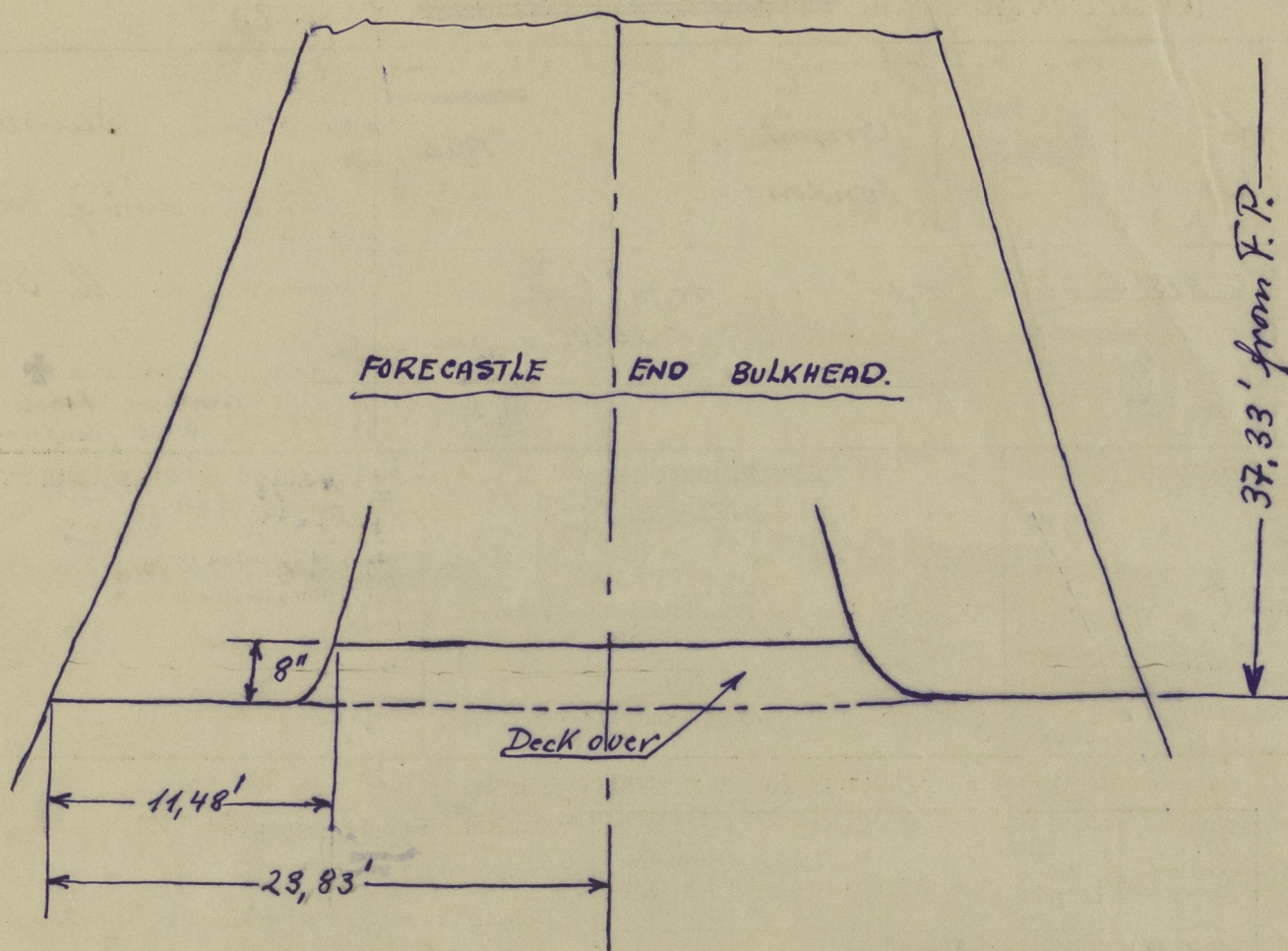
Tropical " "

Winter " "

Winter North Atlantic " "

Stanvac Nairobi.

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.



$$\begin{aligned} \text{Free at side} &= 36.66 \\ + \frac{11.48 \times 0.67}{23.83} &= \frac{0.32}{36.98} = \text{Equiv. Bhd.} \end{aligned}$$

$$O/H = 0.35 \text{ column S.}$$

$$\begin{aligned} O/H &= 0.35 \times 0.9167 \\ &= 0.32 \text{ column S.} \end{aligned}$$

Trade of ship

international

Names of sister ships

VESSEL RECONSTRUCTED BY HOWALDSWERKE, HAMBURG.

Builder's name and yard number

Contieri Rinnuti Dell' Adriatico Yard No 1207

Owners

Oriental Trade & Transport Co Ltd.

Fee

will be charged with first entry report



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Foundation