

Index. No. 36521
(For London Office only).

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
"NOVELIST"	166296	BRITISH LIVERPOOL	6183 M.T. 6182.67 6140 M.O.T. 24.10.52	1940	GLASGOW
HARLAND & WOLFF YR No. 10336.					Date of Survey BUILDING
Moulded Dimensions: Length 420'-0" Breadth 54'-3 1/2" Depth 32'-7" ✓ To centre of Rudder Stock					Surveyor's Signature R. Munro
Moulded displacement at moulded draught = 85 per cent. of moulded depth 13732 ✓ tons					Particulars of Classification + 100. A. I. (CONTEMPLATED)
Coefficient of fineness for use with Tables .761 ✓					

<p>Depth for Freeboard (D).</p> <p>Moulded depth 32.58</p> <p>Stringer plate 0.40 -03</p> <p>Sheathing on exposed deck</p> <p>$T \left(\frac{L-S}{L} \right) = Nil.$</p> <p>Depth for Freeboard (D) = 32.61</p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(32.61 - 18.00) 3 = +13.83$ 4.61</p> <p>(b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$</p> <p>If restricted by superstructures</p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) 54.29</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} = 13.03$</p> <p>Ship's Round of Beam $13^{\frac{50}{100}} = 13.00$</p> <p>Difference Deficient = .03</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.03}{4} \times .4793 = Nil.$</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	38.62	38.62	7-11½	✓	38.62
„ overhang ...	NIL.				
R.Q.D. enclosed ...	✓				
„ overhang ...	125.49				
Bridge enclosed. (SKETCH)	139.9	125.49	7-11½	✓	125.49
„ overhang aft ...	13.03	9.78			9.78
„ overhang forward	2.54	1.21			1.21
F'cle enclosed ...	43.75	43.62	7-11½	✓	43.62
„ overhang ...	NIL. 62	✓			
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward					
Total ...	223.16	218.70			218.70

Standard Height of Superstructure 7.5'

„ „ R.Q.D. ✓

Deduction for complete superstructure 42.00"

Percentage covered $\frac{S}{L} = 53.14$

„ „ $\frac{S_1}{L} = 52.07$

„ „ $\frac{E}{L} = 52.07$

Percentage from Table, Line A. ✓

(corrected for absence of forecastle (if required)) ✓

Percentage from Table, Line B. 38.07

(corrected for absence of forecastle (if required)) ✓

Interpolation for bridge less than 2L (if required) ✓

Deduction = 42" x 38.07 = -15.99"

7.5'

✓

42.00"

53.14

52.07

52.07

✓

✓

38.07

✓

✓

✓

-15.99"

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	Mean actual sheer aft = <i>Excess</i>	Mean standard sheer aft
A.P. ...	52.00	1	52.00	72"	72.00	1	72.00		
$\frac{1}{2}$ L from A.P. ...	23.14	4	92.56	32"	32.00	4	128.00	Mean actual sheer forward = <i>Excess</i>	Mean standard sheer forward
$\frac{2}{3}$ L " ...	5.72	2	11.44	8 $\frac{1}{2}$	8.13	2	16.26		
Amidships ...	—	4	—	—	—	4	—	Length of enclosed superstructure forward of amidships =	7.12
$\frac{2}{3}$ L from F.P. ...	11.44	2	22.88	15 $\frac{1}{2}$	15.50	2	31.00	" " aft of " =	7.12
$\frac{1}{2}$ L " ...	46.28	4	185.12	60 $\frac{3}{4}$	60.75	4	243.00		
F.P. ...	104.00	1	104.00	138	138.00	1	138.00		
Total ...			468.00				628.26		

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{160.26}{18} (.75 - \frac{.2657}{.4843}) = -4.31"$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 $\frac{1}{2}$ ins. per 100 ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>32.61</u> Ft.</p> <p>Summer freeboard = <u>6.33</u></p> <p>Moulded draught (d) = <u>26.28</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.57 = 6.2</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <input checked="" type="checkbox"/></p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta =$ <u>12982</u></p> <p>Tons per inch immersion at summer load water line $T =$ <u>47.01</u></p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = <u>6.91 = 7</u></p> <table border="0" style="width: 100%;"> <tr> <td style="text-align: right;">DWT.</td> <td style="text-align: right;">Δ</td> <td style="text-align: right;">T.P.I."</td> </tr> <tr> <td style="text-align: right;">27.0</td> <td style="text-align: right;">13320</td> <td style="text-align: right;">47.23</td> </tr> <tr> <td style="text-align: right;">26.0</td> <td style="text-align: right;">12757</td> <td style="text-align: right;">46.87</td> </tr> </table>	DWT.	Δ	T.P.I."	27.0	13320	47.23	26.0	12757	46.87	<p>TABULAR FREEBOARD <small>corrected for Flush Deck (if required)</small></p> <p>Correction for coefficient $\frac{68 + .761}{1.36} = 1.441 / 1.36$</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td style="text-align: center;">13.83</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">15.99</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">4.31</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;">13.83</td> <td style="text-align: center;">20.30</td> </tr> <tr> <td style="text-align: right;">Summer Freeboard =</td> <td colspan="2" style="text-align: center;">75.95</td> </tr> </tbody> </table>		+	-	Depth Correction	13.83	-	Deduction for superstructures	-	15.99	Sheer correction	-	4.31	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		13.83	20.30	Summer Freeboard =	75.95	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :

Tropical Fresh Water Line above Centre of Disc ...	13 1/2"	Tropical Fresh Water Freeboard ...	5' - 2 1/2"
Fresh Water Line " " ...	7"	Fresh Water " " ...	5' - 9"
Tropical Line " " ...	6 1/2"	Tropical " " ...	5' - 9 1/2"
Winter Line below " " ...	6 1/2"	Winter " " ...	6' - 10 1/2"
Winter North Atlantic Line " " ...	✓	Winter North Atlantic " " ...	✓

Novelty

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.

Bridge after bulkhead :

Recess 14.5 x 16.04 232.60
 19.33 x 4.5 86.98
 5.17 x 2.67 13.80

333.38 / 27.14 = 12.28' + .75 = working = 13.03'

137.75

125.49 = enclosed bridge

Trade of ship

General.

Names of sister ships

Similar to "Lettie" Charente S.S. Coy.

Builder's name and yard number

C. Cornell & Co. Ltd. No. 426.

Owners

Messrs. H. J. Harrison.

Fee £



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