

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

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

No 35264

Ship's Name M/V "NYON"	Official Number	Nationality and Port of Registry SWISS BÂLE	Gross Tonnage	Date of Build 1952	Port of Survey ROTTERDAM
					Date of Survey BUILDING
Moulded Dimensions: Length 128013 mm Breadth 17462 mm Depth 8549 mm					Surveyor's Signature <i>G. J. G. J. G.</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 119187⁵ tons					Particulars of Classification 100 A1
Coefficient of fineness for use with Tables .734					CONTEMPLATED.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 8549	(a) Where D is greater than Table depth (D-Table depth) R = 8.33 (8.559 - 8.533) 30 = +6 mm	Moulded Breadth (B) 17462 mm
Stringer plate ... 10	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = .024	Standard Round of Beam = $\frac{B \times 18}{50} = \mathbf{349}$
Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam = 350
$T \left(\frac{L-S}{L} \right) =$		Difference 1
Depth for Freeboard (D) = 8559		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) = \mathbf{Nil.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	7320	7320			7320
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	118863	118863	2743		118863
" overhang aft ...	430	323			323
" overhang forward ...					
File enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	1400	753			753
" " forward ...					
Total ...	128013	127259			127259

Standard Height of Superstructure **2.29 M**

" " R.Q.D. **1067 mm**

Deduction for complete superstructure **1067 mm**

Percentage covered $\frac{S}{L} = 100$

" " $\frac{S_1}{L} =$

" " $\frac{S_2}{L} =$

" " $\frac{E}{L} =$

Percentage from Table, Line A + B = **99.26**

(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 = $1067 \times 99.26 = \mathbf{1059 mm}$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate +453	Effective Ordinate	S M	Product
A.P. ...	1320	1	1320	1371	1825	1	1825
1/4 L from A.P. ...	587	4	2348	610	812	4	3248
1/2 L " ...	147	2	294	152	201	2	402
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	293	2	586	304	352	2	704
1/4 L " ...	1173	4	4692	1219	1423	4	5692
F.P. ...	2641	1	2641	2745	3198	1	3198
Total ...			11881	+453			15069

Mean actual sheer aft

Mean standard sheer aft

Mean actual sheer forward

Mean standard sheer forward

Length of enclosed superstructure forward of amidships =

" " aft of " =

EXCESS

c.s.s. / t.o.

Correction = $\frac{\text{Difference between sums of products}}{18} = \mathbf{3188} \left(\frac{.75 - .50}{.25} \right) = \mathbf{-44 mm}$

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 = **8559**

Summer freeboard = **955**

Moulded draught (d) = **7604**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for

Winter freeboard = **158 mm**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Tons per inch immersion at summer load water line

T = **18.50**

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

= **170 mm**

P.T.O.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient .734 + .68 = 1.36			
Depth Correction	6		
Deduction for superstructures	-1059		
Sheer correction	44		
Round of Beam correction			
Correction for Thickness of Deck amidships			
Other corrections, scantlings, etc.			
	6	1103	-1097
			Summer Freeboard = 955

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

Tropical Fresh Water Line above Centre of Disc **328**

Fresh Water Line " **170**

Tropical Line " **158**

Winter Line below " **158**

Winter North Atlantic Line " **158**

Tropical Fresh Water Freeboard **627**

Fresh Water " **785**

Tropical " **797**

Winter " **1113**

Winter North Atlantic " **1113**

M/V *Nyfon*

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.

DISPLACEMENT AT 7 MTR DRAUGHT = 11488 MTR.
" " 7²⁵ MTR " = 11900 " } 18.5 M³/cm.
" " 7⁵⁰ " " = 12365 "
" " 7⁷⁵ " " = 12832 "

Trade of ship OCEAN GOING

Names of sister ships ✓

Builder's name and yard number C. TO GIESSEN'S SCHEEPSWERVEN KRIMPEN 2^o YSSEL YARD 760.

Owners SOCIÉTÉ DE NAVIGATION MARITIME SUISSE ATLANTIQUE S.A. LAUSANNE.

AMC Fee 450.

