

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

Moulded Dimensions: Length 116.73 m Breadth 19.050 m Depth 5.715 m
TO CENTRE RUDDER STOCK

Moulded displacement at moulded draught = 85 per cent. of moulded depth 8795 TONS = 8716 m³ tons

Coefficient of fineness for use with Tables .807

DEPTH FOR FREEBOARD (D).

DEPTH CORRECTION.

(a) Where D is greater than Table depth
 $(D - \text{Table depth}) R =$

(b) Where D is less than Table depth (if allowed)
 $(\text{Table depth} - D) R =$

$833(7.782 - 5.727) 29.475 = - 505 \text{ mm}$
 2 055

If restricted by superstructures ✓

ROUND OF BEAM CORRECTION.

Moulded Breadth (B)	19.050
Standard Round of Beam = $\frac{B \times 12}{50}$	381 mms
Ship's Round of Beam	406 "
Difference	25 "
Restricted to	
Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L}\right)$	= $\frac{25}{4} \times .2384 = -1 \text{ mm}$

Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
30.020	30.020	2.286	✓	30.020
-				
-				
-				
-				
-				
13.563	13.563	2.286	✓	13.563
-	-			
-	45.330	2.286	✓	45.330
-	-			
-	-			
-	-			
43.583	88.913			88.913

Standard Height of Superstructure 2237

" " R.Q.D.

Deduction for complete superstructure 1038

Percentage covered $\frac{S}{L} = 37.33$

" " $\frac{S_1}{L} = \left. \begin{array}{l} \\ \frac{E}{L} = \end{array} \right\} 76.16$

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

Percentage from Table, Line A TANKER 7058
(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 = $1038 \times .7058 = -733$ mm.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	1226	1	1226	698	698	1	698
$\frac{1}{8}$ L from A.P. ...	545	4	2180	76	76	4	304
$\frac{3}{8}$ L " ...	136	2	272	-	-	2	-
Amidships ...	-	4	-	-	-	4	-
$\frac{5}{8}$ L from F.P. ...	272	2	544	-	-	2	-
$\frac{1}{8}$ L " ...	1090	4	4360	38	38	4	152
F.P.	2453	1	2453	1295	1295	1	1295
Total ...			11035				2449

$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} =$

$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} =$

} DEFICIENT

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships =

" " aft of " =

} SHEER
DEFICIENT

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8586}{18} \left(.75 - \frac{1866}{5634} \right) = +269 \text{ mm}$
 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 style="text-align: right;">ft. m</p> <p>Depth to Freeboard Deck = 5.727</p> <p>Summer freeboard = 660</p> <p>Moulded draught (d) = 5.067</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = 106 = 11 \text{ cm}$</p> <p>Addition for Winter North Atlantic Freeboard (if required) = $\frac{106 + 96}{3} = 206 \text{ mm} = 21 \text{ cm}$</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta = 9190 \text{ TONS}$</p> <p>Tons per inch immersion at summer load water line</p> <p>T = 49.9</p> <p>Deduction = $\frac{\Delta}{40 \text{ T}}$ inches</p> <p>= 4.60 INCHES</p> <p>= 117 mm</p> <p>= 12 cm.</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient $\frac{-807 + .68}{1.36} = \frac{1.487}{1.36}$</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="width: 10%; text-align: center;">+</th> <th style="width: 10%; text-align: center;">-</th> </tr> <tr> <td>Depth Correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">505</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">733</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">269</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1</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;">269</td> <td style="text-align: center;">1239</td> </tr> </table> <p style="text-align: right;">Summer Freeboard = 659</p>		+	-	Depth Correction	-	505	Deduction for superstructures	-	733	Sheer correction	269	-	Round of Beam correction	-	1	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc.	-	-		269	1239
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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 23 cms	Tropical Fresh Water Freeboard 43 "
Fresh Water Line	"	... 12 "	Fresh Water	"	... 54 "
Tropical Line	"	... 11 "	Tropical	"	... 55 "
Winter Line	below	... 11 "	Winter	"	... 77 "
Winter North Atlantic Line	"	... 20 "	Winter North Atlantic	"	... 87 "

Ganesella

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.

TRUNK

$$7.163 \times \frac{18.745 + 11.989}{2 \times 19.050} = 5.778$$

$$55.115 \times \frac{11.683}{19.050} = 33.790$$

$$9.955 \times \frac{11.683 + 8.763}{2 \times 19.050} = 5.342$$

$$.914 \times \frac{8.763}{19.050} = \frac{.420}{45.330}$$

Trade of ship TANKER

Names of sister ships GALEOMMA

Builder's name and yard number MESSRS J.L. THOMPSON & SONS LTD, SUNDERLAND YARD NO 645

Owners N.V. CURACAOSCHE SCHEEPVAART MAATSCHAPPY, THE HAGUE, HOLLAND

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