

*Navit Jones
38463*

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

Ship's Name "NEOTHAUMA"	Official Number 180877	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 8229	Date of Build 1946	Port of Survey GLASGOW
Moulded Dimensions: Length 461.0 Breadth 59.0 Depth 34.0 <small>TO CENTRE OF RUDDER STOCK</small>					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 12247 tons <small>C 28.9 FEET</small>					Surveyor's Signature JG Thomson
Coefficient of fineness for use with Tables .790					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 = $(34.07 - 30.73) \times 3 = +10.02$		Moulded Breadth (B)	59.0
Stringer plate	.07	(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 =	14.74
Depth for Freeboard (D) =	34.07			Difference =	.59
				Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$	$\frac{.59}{4} \times .5729 = -.08$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop enclosed <i>equivalent</i>	96.05	96.05	7.6	96.05	7.5
.. overhang					R.Q.D.
R.Q.D. enclosed					42
.. 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	

Percentage covered $\frac{S}{L} = 43.28$
 $\frac{S_1}{L} = 42.80$
 $\frac{E}{L} = 42.80$
 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 = $42 \times 33.8 = -14.20$

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
1/2 L from A.P.	24.96	4		99.84	25.25	25.25	4		101.00
1/4 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
1/2 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 = } Deficient
 Mean actual sheer forward =
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = } Tanker
 aft of .. = }
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{2.85}{18} \left(\frac{.75 - .218}{.5337} \right) = +.08$
 If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	77.95
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.79 + .68}{1.36} = \frac{1.47}{1.36}$	84.26
Depth to Freeboard Deck = 34.07 Ft.	$\Delta = 16849$	Depth Correction	10.02
Summer freeboard = 6.67	Tons per inch immersion at summer load water line	Deduction for superstructures	- 14.20
Moulded draught (d) = 27.40	T = 56.0	Sheer correction05
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.85 = 6 3/4	Deduction = $\frac{\Delta}{40T}$ inches = 7.52 = 7 1/2	Round of Beam correction	- .08
Addition for Winter North Atlantic Freeboard (if required) = 6.85 + 4.61 = 11.46 = 11 1/2	Δ TPI	Correction for Thickness of Deck amidships	-
	27'-5 1/2" 16807 56.0	Other corrections, scantlings, etc.	-
	28'-0" 17184 56.5		
		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"	Tropical Fresh Water Freeboard	5'-5 3/4"
Fresh Water Line " "	7 1/2"	Fresh Water " "	6'-0 1/2"
Tropical Line " "	6 3/4"	Tropical " "	6'-1 1/4"
Winter Line below " "	6 3/4"	Winter " "	7'-2 3/4"
Winter North Atlantic Line " "	11 1/2"	Winter North Atlantic " "	7'-7 1/2"

21.3.46

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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.

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

The bolts of the keel plate in this vessel are included.

Plans of midship section, profile & decks (2 plans) are enclosed for reference.

Trade of ship..... *International*

Names of sister ships..... *"NUTTALLIA" Builders No 79*

Builder's name and yard number..... *Blythwood S. B. Co Ltd. No 82*

Owners..... *Anglo-Saxon Petroleum Co Ltd.*

Fee £ *19-0-0.*

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