

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "JALTA"	Official Number	Nationality and Port of Registry NORWEGIAN SANDEFJORD.	Gross Tonnage 8247	Date of Build 1948	Port of Survey Belfast
Moulded Dimensions: Length 461.0' Breadth 59.0' Depth 34.82' <i>To centre line of main deck</i>					Date of Survey During construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 18207 tons					Surveyor's Signature A.S. Fletcher
Coefficient of fineness for use with Tables .791					Particulars of Classification * 100 A1 "CARRYING PETROLEUM IN BULK" (Class Contemplated)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	34.82	(a) Where D is greater than Table depth (D - Table depth) R = 34.82 - 30.73 = +12.48		Moulded Breadth (B)	59.0'
Stringer plate	.80	(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				Ship's Round of Beam	14.75
$T \left(\frac{L-S}{L} \right) =$				Difference	.59
Depth for Freeboard (D) =	34.89	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right)$	$\frac{.59}{4} \times 59.94 = -.09$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equiv</i>	96.75	96.75	8'-0"	-	96.75
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>Equiv</i>	39.16	39.16	7'-6"	-	39.16
" overhang aft	4.00	3.00			3.00
" overhang forward	45.75	45.75	7'-6"	-	45.75
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	185.66	184.66			184.66

Standard Height of Superstructure **7.50'**

" " R.Q.D. **7.50'**

Deduction for complete superstructure **42.00**

Percentage covered $\frac{S}{L} = 40.27$

" " $\frac{S_1}{L} = 40.06$

" " $\frac{E}{L} = 40.06$

Percentage from Table, Line A. Tanker **31.06**

(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 = $42.00 \times 31.06 = -13.05$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	56.10	1		56.10	46.7	46.7	1		46.7
$\frac{1}{2}$ L from A.P.	24.965	4		99.86	7.6	7.6	4		30.4
$\frac{2}{3}$ L	6.17	2		12.34	0	-	2		-
Amidships	-	4		-	0	-	4		-
$\frac{2}{3}$ L from F.P.	12.34	2		24.68	0	-	2		-
$\frac{1}{2}$ L	49.93	4		199.72	30.5	30.5	4		122.0
F.P.	112.20	1		112.20	102.0	102.0	1		102.0
Total				504.90					301.10

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{203.80 - 201.3}{18} = +6.21$

If limited on account of midship superstructure.

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 " =

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **34.89**

Summer freeboard = **7.48**

Moulded draught (d) = **27.41**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.85**

Addition for Winter North Atlantic Freeboard (if required) = **6.85 + 4.61 = 11.46**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 16765$

Tons per inch immersion at summer load water line

T = **56.33**

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

= **7.44**

FULL DRAFT. FULL Δ . T.P.1

28'-0" 17115 56.55

27'-0" 16439 56.15

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient

Depth Correction ... **12.48**

Deduction for superstructures ... **13.05**

Sheer correction ... **6.21**

Round of Beam correction ... **.09**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Summer Freeboard = **89.88**SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel Deck :-

Tropical Fresh Water Line above Centre of Disc ... **14.4**

Fresh Water Line " " ... **7.2**

Tropical Line " " ... **6.3**

Winter Line below " " ... **6.3**

Winter North Atlantic Line " " ... **11.2**

Tropical Fresh Water Freeboard

Fresh Water

Tropical

Winter

Winter North Atlantic

7-53.4 = 2280

6-3.2 = 1919

6-10.4 = 2090

6-11.1 = 2109

8-0.1 = 2451

8-5.4 = 2572

Talta.

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.

Equivalent Bulkheads

Roop $93.42 \checkmark$
 $5.0 \times 2 \checkmark$
 $\frac{3}{3}$ $3.33 \checkmark$
 $\frac{46.75 \checkmark}{3}$

Bridge $31.83 \checkmark$
 $5.0 \times 2 \checkmark$
 $\frac{3}{3}$ $3.33 \checkmark$
 $\frac{39.16 \checkmark}{3}$

[Signature]

Trade of ship Ocean going tanker

Names of sister ships Similar to "British Supremacy" "Neothyris" etc.

Builder's name and yard number Messrs Harland and Wolff Ltd; Belfast; Yaw No 1373.

Owners M/s Bulls Tankrederi.

Fee £.....

NLW



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Foundation