

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

DEC -9 1940

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"NASPRITE"</b>	Official Number <b>168062</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>965</b>	Date of Build <b>1940</b>	Port of Survey <b>Glasgow</b>
Moulded Dimensions: Length <b>200' 4 1/8</b> Breadth <b>33' 0"</b> Depth <b>13' 5"</b> ✓ <b>To centre of stock</b>					Date of Survey <b>while building</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>1571</b> ✓ tons					Surveyor's Signature <b>R. Dunsmuir</b>
Coefficient of fineness for use with Tables <b>.724</b> ✓					Particulars of Classification <b>+100 A1</b> <b>Carrying petroleum in bulk</b> <b>(Contemplated)</b>

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... <b>13' 5"</b> ✓	(a) Where D is greater than Table depth (D - Table depth) R = <b>(13.54 - 13.36) 1.542 = +.28"</b> ✓	Moulded Breadth (B) <b>33' 0"</b>
Stringer plate ... <b>0' 4 1/8"</b> ... <b>.04</b> ✓	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>.18</b> ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{33 \times 12}{50} = \mathbf{7.92}$ ✓
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = \mathbf{NIL}$ ✓	If restricted by superstructures ✓	Ship's Round of Beam = <b>8"</b> ✓
Depth for Freeboard (D) = <b>13.54</b>		Difference <b>.08"</b> ✓
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.08}{4} \times .3999 = \mathbf{-.01"} \checkmark$

## DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed <b>85' 19"</b> ✓	<b>85' 19"</b> ✓	<b>8' 0"</b> ✓	✓	<b>85' 19"</b> ✓	Standard Height of Superstructure <b>6' 00"</b> ✓
" overhang <b>1' 05"</b> ✓	<b>1' 05"</b> ✓				" " R.Q.D. <b>26' 05"</b> ✓
R.Q.D. enclosed					Deduction for complete superstructure <b>26' 05"</b> ✓
" overhang					Percentage covered $\frac{S}{L} = \frac{60' 01"}{100} = \mathbf{60.01}$ ✓
Bridge enclosed					" $\frac{S_1}{L} = \frac{60' 01"}{100} = \mathbf{60.01}$ ✓
" overhang aft					" $\frac{E}{L} = \frac{60' 01"}{100} = \mathbf{60.01}$ ✓
" overhang forward					Percentage from Table, Line A. <b>52.01</b> ✓
F'cle enclosed <b>35' 13"</b> ✓	<b>35' 13"</b> ✓	<b>8' 0"</b> ✓	✓	<b>35' 13"</b> ✓	(corrected for absence of forecastle (if required)) ✓
" overhang					Percentage from Table, Line B. ✓
Trunk aft					(corrected for absence of forecastle (if required)) ✓
" forward					Interpolation for bridge less than .2L (if required) ✓
Tonnage opening aft					Deduction = <b>26.05 x .5201 = -13.55"</b> ✓
" forward					
Total <b>120' 32"</b> ✓	<b>120' 32"</b> ✓			<b>120' 32"</b> ✓	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<b>30.05</b>	1		<b>30.05</b>	<b>37.0</b>	<b>37.00</b>	1		<b>37.00</b>	Mean actual sheer aft = <b>Excess</b>
1/2 L from A.P. ...	<b>13.37</b>	4		<b>53.48</b>	<b>13.75</b>	<b>13.75</b>	4		<b>55.00</b>	Mean actual sheer forward = <b>Excess</b>
2/2 L " ...	<b>3.31</b>	2		<b>6.62</b>	<b>3.0</b>	<b>3.00</b>	2		<b>6.00</b>	Mean standard sheer forward
Amidships ...	<b>-</b>	4		<b>-</b>	<b>0</b>	<b>-</b>	4		<b>-</b>	Length of enclosed superstructure forward of amidships =
3/2 L from F.P. ...	<b>6.61</b>	2		<b>13.22</b>	<b>6.5</b>	<b>6.50</b>	2		<b>13.00</b>	" " aft of " = } <b>Tanker</b>
1/2 L " ...	<b>26.74</b>	4		<b>106.96</b>	<b>29.5</b>	<b>29.50</b>	4		<b>118.00</b>	
F.P. ...	<b>60.10</b>	1		<b>60.10</b>	<b>68.0</b>	<b>68.00</b>	1		<b>68.00</b>	
Total ...				<b>270.43</b> ✓					<b>297.00</b> ✓	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{26.57}{18} \left( .75 - \frac{30.00}{200} \right) = \mathbf{-.66"} \checkmark$   
If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)	<b>23.18</b> ✓
<b>Addition for Winter and Winter North Atlantic Freeboard.</b>	Displacement in salt water at summer load water line	Correction for coefficient <b>724.68 = 1.404/136</b>	<b>23.93</b> ✓
Depth to Freeboard Deck = <b>13' 5 1/4"</b> ✓	$\Delta = \mathbf{1778}$ ✓	Depth Correction ... <b>.28</b> ✓	
Summer freeboard = <b>.83</b> ✓	Tons per inch immersion at summer load water line	Deduction for superstructures ... <b>13.55</b> ✓	
Moulded draught (d) = <b>12' 7 1/4"</b> ✓	T = <b>13.21</b> ✓	Sheer correction ... <b>.66</b> ✓	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>3' 18" = 3 3/4"</b> ✓	Deduction = $\frac{\Delta}{40 T}$ inches = <b>3.36 = 3 1/4"</b> ✓	Round of Beam correction ... <b>.01</b> ✓	
Addition for Winter North Atlantic Freeboard (if required) = <b>3 3/4 + 2 = 5 1/4"</b> ✓	FULL DR. DISP (S.N) T.P.I. 12'-1 1/8" 1665 13' 08" 13'-1 1/8" 1824 13' 26"	Correction for Thickness of Deck amidships ... <b>-</b> ✓	
		Other corrections, scantlings, etc. ... <b>-</b> ✓	
		Summer Freeboard = <b>9.99</b> ✓	

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc	... <b>6 1/2"</b> ✓
Fresh Water Line	... <b>3 1/4"</b> ✓
Tropical Line	... <b>3 1/4"</b> ✓
Winter Line below	... <b>3 1/4"</b> ✓
Winter North Atlantic Line	... <b>5 1/4"</b> ✓

Tropical Fresh Water Freeboard	... <b>0' 10"</b> ✓
Fresh Water	... <b>0' 3 1/2"</b> ✓
Tropical	... <b>0' 6 3/4"</b> ✓
Winter	... <b>0' 6 3/4"</b> ✓
Winter North Atlantic	... <b>1' 1 1/4"</b> ✓



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.

Trade of ship

International Trade

Names of sister ships

✓

Builder's name and yard number

Plythwood Shipbuilding Company Ltd.

Nº 65.

Owners

The Admiralty

Est. Fee £

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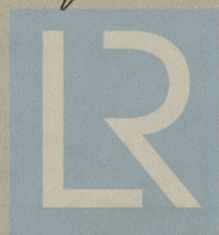
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This vessel has been built in accordance with the Approved Plans of Midship Section, & Profile & Becks forwarded herewith for reference.

Freeboard request attached.

Preliminary freeboard assigned as per Secy's letter.



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Foundation