

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Mdb. Rpt. No.19396.

| | | | | | |
|---|-----------------------------|---|-------------------------------|--------------------------------|--|
| Ship's Name "GENOTA" | Official Number ✓ | Nationality and Port of Registry NEDERLANDS WILLEMSTAD. | Gross Tonnage 5927. | Date of Build 12.51. | Port of Survey MIDDLESBROUGH. |
| Moulded Dimensions: Length 123.994 M. Breadth 19.052 M. Depth 6.552 M. <i>To centre of rudder stock</i> | | | | | Date of Survey Whilst Building |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 10 880 tons 10783 m³. | | | | | Surveyor's Signature J.D. Rufus. |
| Coefficient of fineness for use with Tables 820. | | | | | Particulars of Classification + 100 A.1 (CARRYING PETROLEUM IN BULK) (CONTEMPLATED) |

| | | |
|--|---|--|
| DEPTH FOR FREEBOARD (D). Moulded depth ... 6.552 M. Stringer plate ... 0.037 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 6.566 | DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = ✓ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 8.33 (8.266 - 6.566) 30 = -425 m/m If restricted by superstructures 1.700 | ROUND OF BEAM CORRECTION. Moulded Breadth (B) 19.053 M. Standard Round of Beam = $\frac{B \times 2}{50} =$ 381 Ship's Round of Beam = 4064 mm. Difference 25 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{25}{4} \times 2.466 = -2 \text{ m/m.}$ |
|--|---|--|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|---------------------------|-------------------------|--|----------|-------------------|----------------------|
| Poop enclosed ... | 30.022 | 30.022 | 2.2864 | ✓ | 30.022 |
| " overhang ... | | | Taken as | | |
| R.Q.D. enclosed ... | | | Standard | | |
| " overhang ... | | | Height | | |
| Bridge enclosed ... | | | | | |
| " overhang aft ... | | | | | |
| " overhang forward ... | | | | | |
| F'cle enclosed ... | 13.74 | 13.74 | 2.2864 | ✓ | 13.74 |
| " overhang ... | | | | | |
| Trunk aft } <i>Sketch</i> | 49.688 | 49.688 | 2.2864 | ✓ | 49.688 |
| " forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| " " forward ... | | | | | |
| Total ... | 43.736 | 93.424 | | | 93.424 |

Standard Height of Superstructure **2.29**

" " R.Q.D. **✓**

Deduction for complete superstructure **1067 m/m.**

Percentage covered $\frac{S}{L} =$ **38.29**

" " $\frac{S_1}{L} =$ **75.34**

Percentage from Table, Line **TANKER.** **69.57**
(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 x 69.57 = 742 m/m.**

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|---------------------|-------------------|-----|---------|-----------------|--------------------|-----|---------|
| A.P. ... | 1287 | 1 | 1287 | 6858 | 686 | 1 | 686 |
| 1/2 L from A.P. ... | 572 | 4 | 2288 | 0635 | 64 | 4 | 256 |
| 1/4 L " ... | 143 | 2 | 286 | NIL | - | 2 | - |
| Amidships ... | - | 4 | - | NIL | - | 4 | - |
| 3/4 L from F.P. ... | 286 | 2 | 572 | NIL | - | 2 | - |
| 1/2 L " ... | 1144 | 4 | 4576 | 0254 | 25 | 4 | 100 |
| F.P. ... | 2574 | 1 | 2574 | 1320 | 1320 | 1 | 1320 |
| Total ... | | | 11583 | | | | 2362 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) = \frac{9221}{18} (75 - 1764) = +294 \text{ m/m.}$
 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 = **6.566**
 Summer freeboard = **.920**
 Moulded draught (d) = **5.646**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48}$ inches = **118 = 12 cm.**

Addition for Winter North Atlantic Freeboard (if required) = **118 + 102 = 220 = 22 cm.**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ **11158**
 Tons per inch immersion at summer load water line
 $T =$ **53.92**

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

$\Delta \div 17.275 = 10,300 \text{ T.P.} = 53.87$
 $\Delta \div 19.275 = 11,590 \text{ T.P.} = 54.10$

TABULAR FREEBOARD corrected for Elms Deck (if required)

Correction for coefficient $\frac{.82 + .68}{1.36} = \frac{1.50}{1.36}$

Depth Correction ...
 Deduction for superstructures ...
 Sheer correction ...
 Round of Beam correction ...
 Correction for Thickness of Deck amidships ...
 Other corrections, scantlings, etc. ...

| + | - |
|-----|------|
| | 425 |
| | 742 |
| 294 | 2 |
| | |
| 294 | 1169 |

Summer Freeboard = **923**

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

| | | | |
|--|--------|------------------------------------|-----|
| Tropical Fresh Water Line above Centre of Disc ... | 25 cm. | Tropical Fresh Water Freeboard ... | 67 |
| Fresh Water Line " " ... | 13 | Fresh Water " " ... | 79 |
| Tropical Line " " ... | 12 | Tropical " " ... | 80 |
| Winter Line below " " ... | 12 | Winter " " ... | 104 |
| Winter North Atlantic Line " " ... | 22 | Winter North Atlantic " " ... | 114 |

92 c.m. 3'0 3/4"

25 c.m. 10"

5 1/4"

4 3/4"

4 3/4"

8 3/4"

2 1/2"

2 1/2"

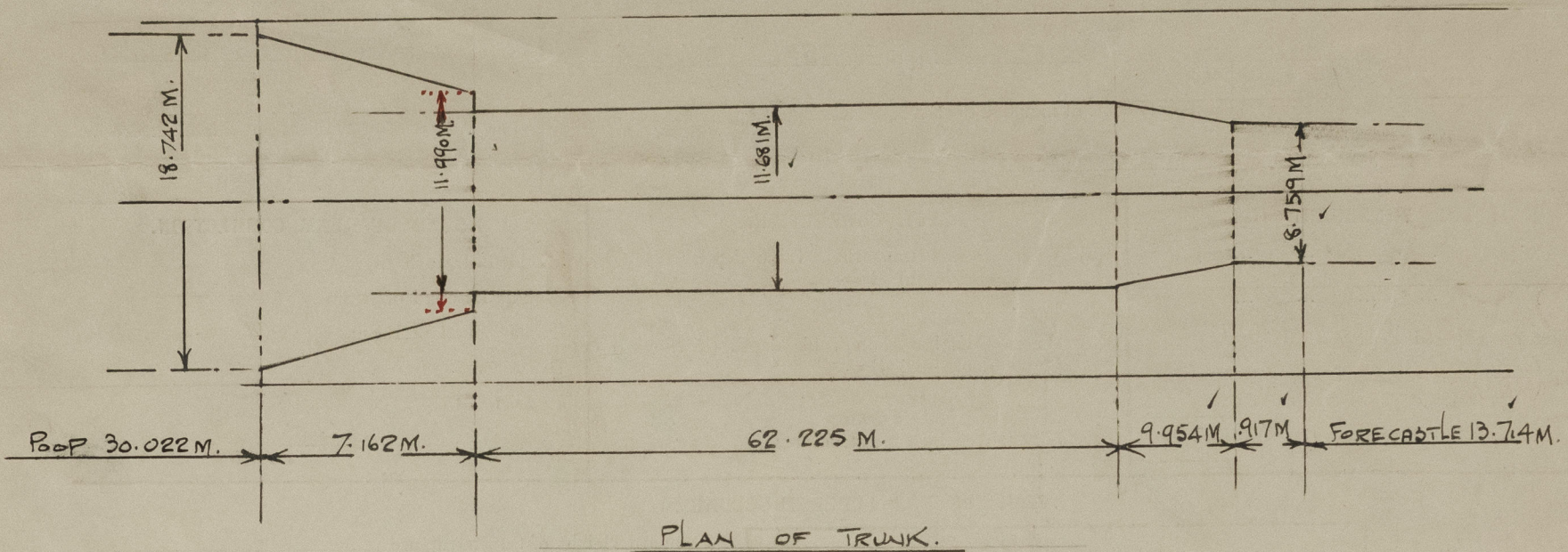
2 1/2"

2 1/2"

2 1/2"

Genota.

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.



| | | | |
|--|---|---------------|-------|
| <u>TRUNK</u> | | | S_1 |
| $7.162 \times \frac{11.990 + 18.742}{2 \times 19.053}$ | = | 5.776. | |
| $62.225 \times \frac{11.681}{19.053}$ | = | 38.150 | |
| $9.954 \times \frac{11.681 + 8.759}{2 \times 19.053}$ | = | 5.340 | |
| $9.17 \times \frac{8.759}{19.053}$ | = | .422 | |
| | | <u>49.688</u> | |

Trade of ship Ocean going tanker.

Names of sister ships "GADINIA" (SMITHS DOCK CO LTD NO 1187.)

Builder's name and yard number SMITHS DOCK CO. LTD. SOUTH BANK-ON-TEES. NO 1214.

Owners N.V. CURAÇAO SCHE SCHIEPV. MAATS.

Fee £ charged with first entry.



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Foundation

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