

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

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

Received
 Index No.
 Govt. Copy
 Owners C11

Ship's Name "NAESS VENTURER"	Official Number 799	Nationality and Port of Registry Liberian Monrovia.	Gross Tonnage About 20,899 20,900	Date of Build August 1956.	Port of Survey Innoshima.
Moulded Dimensions: Length 197.0M ✓ Breadth 26.40M ✓ Depth 14.0M ✓ Freeboard Length 197.0M to Centre of Stock. ✓ Moulded displacement at moulded draught = 85 per cent. of moulded depth 49,300 tons (excluding bossing) Coefficient of fineness for use with Tables 788 .790					Date of Survey May, 1956.
Surveyor's Signature WM G. M^c Culloch. +100A1					Particulars of Classification "Carrying Petroleum in Bulk"

DEPTH FOR FREEBOARD (D). M	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 14.0 ✓	(a) Where D is greater than Table depth (D-Table depth) R = 8.33(14.031-13.133)30 = 224 ✓	Moulded Breadth (B) M Standard Round of Beam = $\frac{B \times 12}{50} = \frac{26.40 \times 12}{50} = 6.336$ Ship's Round of Beam = 5.528 Difference = 22
Stringer plate031 ✓	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Restricted to
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S}{L} \right) = \frac{22^2}{4} \times \left(1 - \frac{.528}{14} \right) = 3$
Depth for Freeboard (D) = 14.031		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	42.402 ✓	42.402 ✓	2.60	✓	42.402
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...	12.578 ✓	12.578 ✓	2.60	✓	12.578
Bridge enclosed ...	12.578 ✓	12.578 ✓	2.60	✓	12.578
" overhang aft ...					
" overhang forward ...	25.644 ✓	25.644 ✓	2.60	✓	25.644
F'cle enclosed ...	6.68 ✓	6.68 ✓	2.60	✓	6.68
" overhang ...					
Trunk aft676 ✓	.676 ✓			.676
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	81.300	80.962			80.962

Standard Height of Superstructure **2.290**
 R.Q.D. ✓
 Deduction for complete superstructure **1067**
 Percentage covered $\frac{S}{L} = \frac{42.402}{102.5} = 41.27$ ✓
 " " $\frac{S_1}{L} = \frac{12.578}{102.5} = 12.27$ ✓
 " " $\frac{E}{L} = \frac{12.578}{102.5} = 12.27$ ✓
 Percentage from Table, Line A. Tanker **32.10** ✓
 (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 × .3210 = 343** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1895 ✓	1	1895 ✓	965 ✓	1275 ✓	1	1275 ✓
1/4 L from A.P. ...	842 ✓	4	3368 ✓	145 ✓	156 ✓	4	624 ✓
1/2 L " ...	211 ✓	2	422 ✓	0	0	2	0
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	421 ✓	2	842 ✓	0	0	2	0
1/4 L " ...	1684 ✓	4	6736 ✓	60	60	4	240 ✓
F.P. ...	3790 ✓	1	3790 ✓	1930	1930	1	1930 ✓
Total ...			17053 ✓				4069 ✓

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 " =
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{12984}{18} \left(.75 - \frac{2063}{202.5} \right) = 392$ ✓
 If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **14.031** ✓
 Summer freeboard = **3.480** ✓
 Moulded draught (d) = **10.551** ✓
 Keel allowance =
 Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48} = \frac{10.551}{48} = 220 = 8\frac{3}{4}$ ✓Addition for Winter North Atlantic Freeboard (if required) = **164 + 220 = 384mm = 15 1/4** ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ = **43331** ✓

Tons per inch immersion at summer load water line

T = **113.76** ✓Deduction = $\frac{\Delta}{40 T} = \frac{43331}{40 \times 113.76} = 9.52$ ✓= **9 1/2** ✓

See over.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.790 + .68}{1.36} = 1.47/1.36$

	+	-
Depth Correction	224	-
Deduction for superstructures	-	343
Sheer correction	392	-
Round of Beam correction	-	3
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	616	346

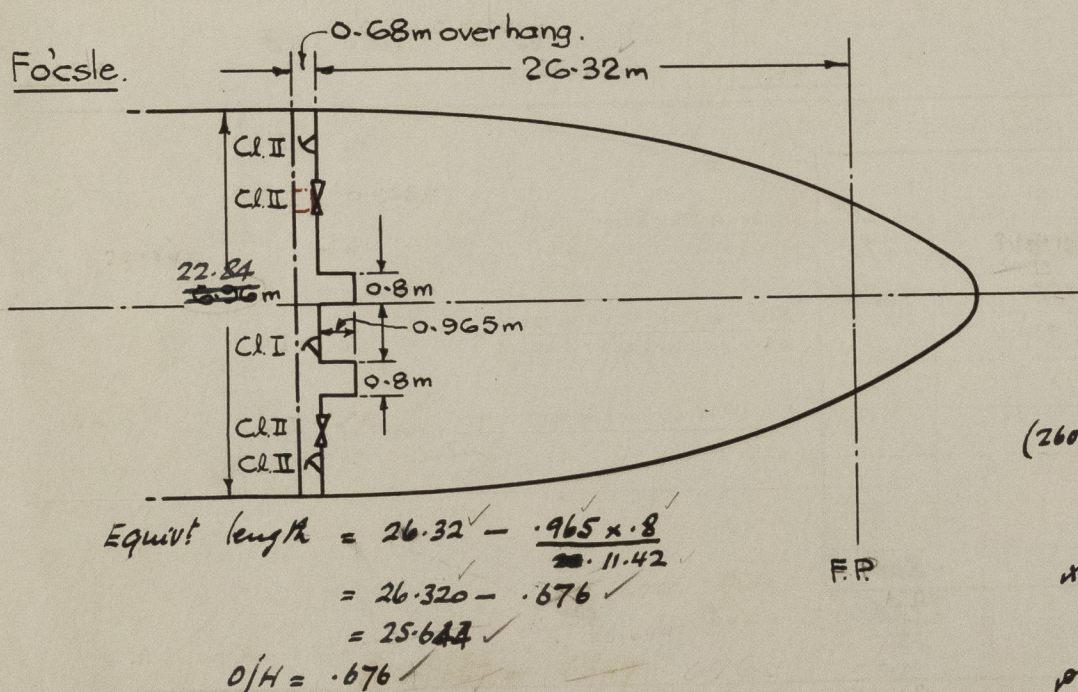
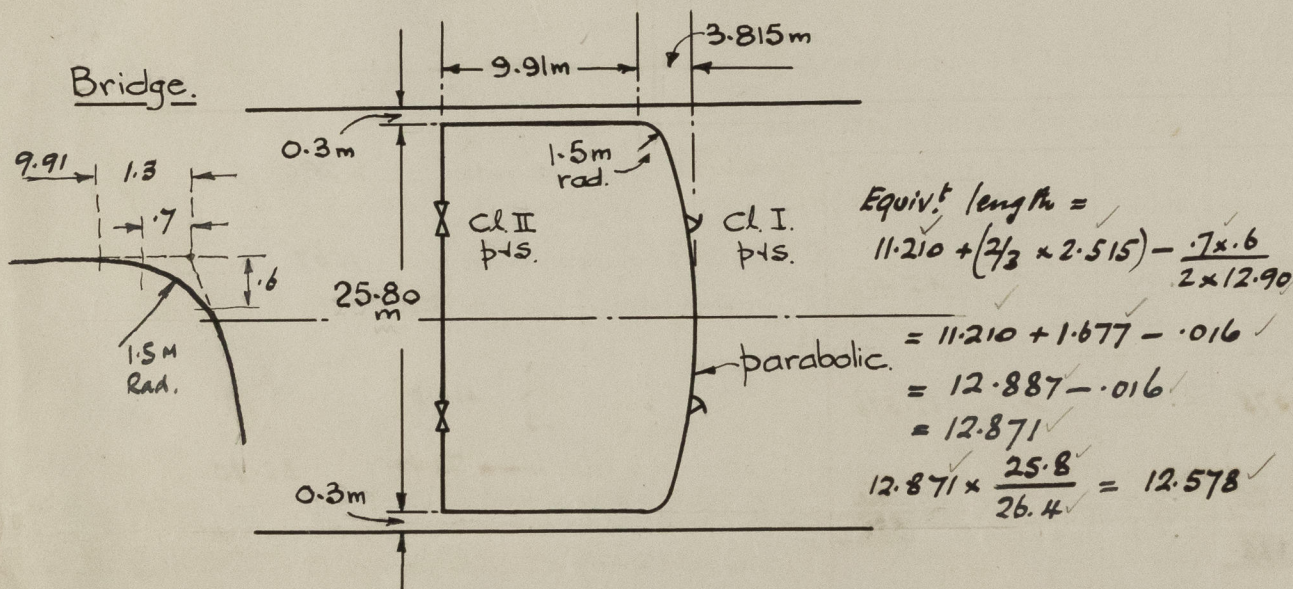
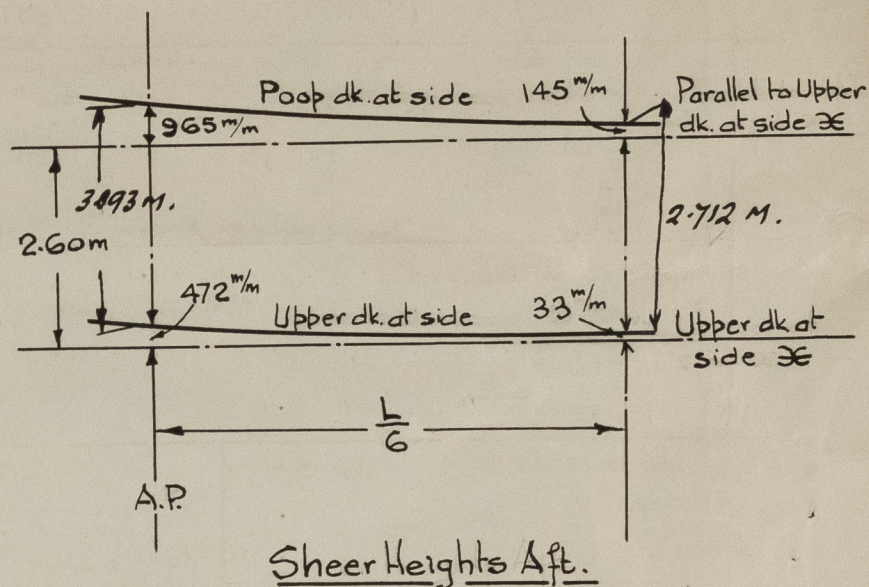
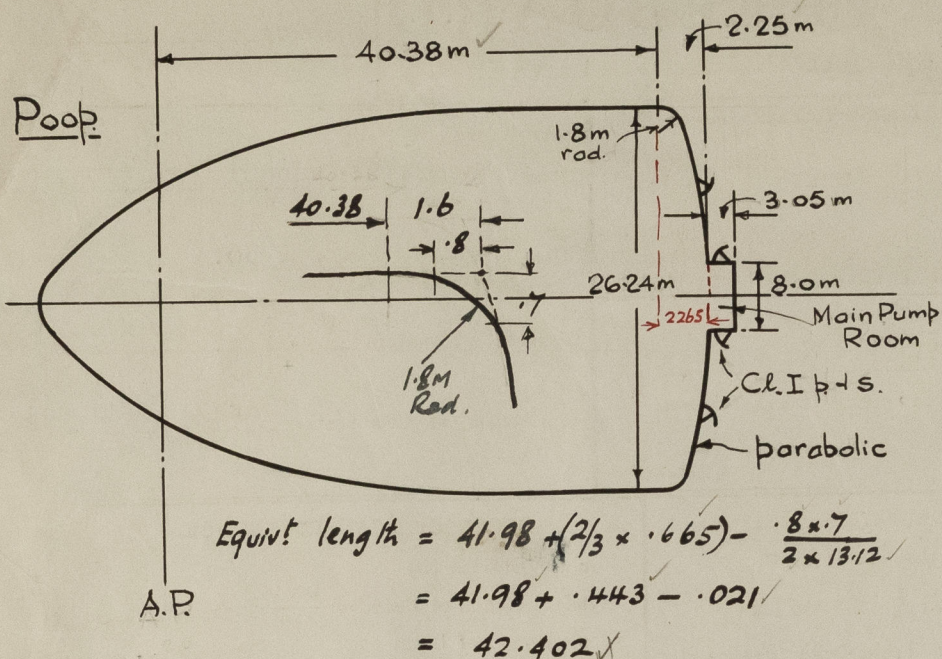
Summer Freeboard = **3480** ✓

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

Tropical Fresh Water Line above Centre of Disc ... **18 1/4** ✓
 Fresh Water Line " " ... **9 1/2** ✓
 Tropical Line " " ... **8 3/4** ✓
 Winter Line below " " ... **8 3/4** ✓
 Winter North Atlantic Line " " ... **15** ✓

Tropical Fresh Water Freeboard ... **11'-5"** ✓
 Fresh Water " " ... **9'-10 3/4"** ✓
 Tropical " " ... **10'-7 1/4"** ✓
 Winter " " ... **10'-8 1/4"** ✓
 Winter North Atlantic " " ... **12'-13 1/4"** ✓

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.



Draft Mid.	Full Displ. Tons. S.W.	T.P.L.
33'	41,000	112.8
34'	42,500	113.4
35'	43,750	114.0
36'	45,150	114.6

Sheers aft	A.P.	L/6
Actual	472	33
(2600-2290) Excess	310	11
Excess	493	112
	1275	156

$\times 3093$
 $\frac{2600}{493}$
 $\times 2712$
 $\frac{2600}{112}$

Trade of ship International.

Names of sister ships "Alexandra I" (Hitachi No.3752)

Builder's name and yard number Hitachi Shipbuilding & Eng., Co., Ltd., No.3777.

Owners Duo Shipping Corporation.

Fee £ :

- List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)
- ✓ Midship Section.
 - ✓ Profile and Top Decks.
 - ✓ Upper Deck.



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