

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

Index No. **35938**
(For London Office only).N^o **27939**

MAR -9 1939

Ship's Name "MR NIGERSTROOM"	Official Number ✓	Nationality and Port of Registry DUTCH AMSTERDAM	Gross Tonnage 4638.84	Date of Build 1939/4	Port of Survey ROTTERDAM
Moulded Dimensions: Length 115.455 METRES Breadth 16.764 Depth 8.810					Date of Survey 27/2-6/3-1939
Moulded displacement at moulded draught = 85 per cent. of moulded depth 9502.8 M³ tons = 7.488					Surveyor's Signature J. van der Ned
Coefficient of fineness for use with Tables .68 (actual .656) ✓					Particulars of Classification I, 100 A.1. "WITH FREEBOARD"

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 8.810 ✓	(a) Where D is greater than Table depth (D - Table depth) R = 8.33(8.820 - 7.697) 29.16 = + 273 m	Moulded Breadth (B) 16.764 ✓
Stringer plate ... 0.010	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{16.764 \times 12}{50} = 3.35 \text{ m}$ ✓
Sheathing on exposed deck SEE SKETCH. $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam NO ROUND = 0
Depth for Freeboard (D) = 8.820 ✓		Difference = 3.35 m deficient
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{3.35}{4} \times 0.204 = + 0.17 \text{ m}$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

ROUND OF SHELTER DECK BEAM = 350 m

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	3.660	3.660	2.290	✓	3.660
" overhang ...	6.725	3.363			3.363
R.Q.D. enclosed ...	6.725				
" overhang ...					
Bridge enclosed ...	103.755	103.755	2.290	✓	103.755
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...	1.315	2.338	2.290	✓	2.338
Tonnage opening aft ...	8.040				
" forward ...					
Total ...	115.455	113.116			113.116

Standard Height of Superstructure **2.224 m** ✓

" " R.Q.D. ✓

Deduction for complete superstructure **1031 m** ✓

Percentage covered $\frac{S}{L} = 100.00$

" " $\frac{S_i}{L} = 97.96$

" " $\frac{E}{L} = 97.96$

Percentage from Table, Line A. **97.49**
(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 = **1031 × 97.49 = - 1005 m** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate +66	Effective Ordinate	S	M	Product
A.P. ...	1216	1		1216	1223	1289	1		1289
1/4 L from A.P. ...	540	4		2160	546	574	4		2296
1/2 L " ...	135	2		270	136	142	2		284
Amidships ...		4					4		
3/4 L from F.P. ...	270	2		540	264	284	2		568
1/4 L " ...	1080	4		4320	1068	1149	4		4596
F.P. ...	2432	1		2432	2518	2584	1		2584
Total ...				10938	+66				11617

Mean actual sheer aft = **Excess** actual superstructure height = **2290 m**
 Mean standard sheer aft = **Excess** standard " = **2224 m**
 Diff = **Excess** = **66 m**

Mean actual sheer forward = **Excess**
 Mean standard sheer forward = **Excess**

Length of enclosed superstructure forward of amidships = } C.S.S.
 " " aft of " = }

7990
7915
.075 × **493**
.305

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{679}{18} \times (.75 - .50) = - 94 \text{ m}$ ✓
 If limited on account of midship superstructure. ✓

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

Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **8.820** ✓
 Summer freeboard = **.830** ✓
 Moulded draught (d) = **7.990** ✓

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48} \text{ inches} = 166 \text{ m} = 17 \text{ cms.}$

Addition for Winter North Atlantic Freeboard (if required) = ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 10461$ ✓

Tons per inch immersion at summer load water line

$T = 41.01$ ✓

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

$= 6.38 = 162 \text{ m}$

$= 16 \text{ cms}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient ✓

Depth Correction ... **273** ✓
 Deduction for superstructures ... **- 1005** ✓
 Sheer correction ... **94** ✓
 Round of Beam correction ... **2** ✓
 Correction for Thickness of Deck amidships ...
 Other corrections, scantlings, etc. ...

+	-
275	1099
- 824	
Summer Freeboard = 827 m	

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

Tropical Fresh Water Line above Centre of Disc ...	33 cms
Fresh Water Line " " ...	16 "
Tropical Line " " ...	17 "
Winter Line below " " ...	17 "
Winter North Atlantic Line " " ...	✓

Tropical Fresh Water Freeboard ...	50 "
Fresh Water " " ...	67 "
Tropical " " ...	68 "
Winter " " ...	100 "
Winter North Atlantic " " ...	✓

17 MAR 1939

10m 3.37. T.

002630-002638-0051

RECEIVED
 31 MAR 1939

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 OVERSEA TRADE.

Names of sister ships ✓

Builder's name and yard number MEYRS C. VAN DER GIESSEN & ZONEN'S SCHEEPSNIJVEN. KRIMPEN ²/₁₀ YSEL YARD N. 656.

Owners N.V. "HOLLANDSCHE STOOMBOOT MAATSCHAPPY" AMSTERDAM.

Fee 180,00.



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