

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
"NIKOBAR"	-	Danish	7604	1945	Baltimore, Maryland
(ex "Rushville Victory")		Copenhagen			Date of Survey 5th April, 1947, and subsequently
Moulded Dimensions: Length 437.69 Breadth 62.0 Depth 38.0					Surveyor's Signature <i>J. Buchanan</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17230 tons					Particulars of Classification 100 A1 contemplated
Coefficient of fineness for use with Tables .688 = .69.					

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 38.00	(a) Where D is greater than Table depth (D - Table depth) R = $(38.08 - 29.18) \times 3 = +26.70$	Moulded Breadth (B) 62
Stringer plate .2408	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 8.90	Standard Round of Beam = $\frac{B \times 12}{50} = 14.88$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam <i>Equival</i> = $\frac{5.85 \times 4.90}{9.03} = 4.90$
Depth for Freeboard (D) = 38.08		Difference 9.98
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{9.98}{4} \times \left(1 - \frac{80.12}{437.69} \right) = +2.0$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	-	-	-	-	-
„ overhang ...	-	-	-	-	-
R.Q.D. enclosed ...	-	-	-	-	-
„ overhang ...	-	-	-	-	-
Bridge enclosed ...	-	-	-	-	-
„ overhang aft ...	-	-	-	-	-
„ overhang forward ...	-	-	-	-	-
Fore enclosed ...	87.00	87.00	9.0	✓	87.00
„ overhang ...	-	-	-	-	-
Trunk aft ...	-	-	-	-	-
„ forward ...	-	-	-	-	-
Tonnage opening aft ...	-	-	-	-	-
„ „ forward ...	-	-	-	-	-
Total ...	87.00	87.00			87.00

Standard Height of Superstructure	7.50
„ „ R.Q.D.	✓
Deduction for complete superstructure	42.00
Percentage covered $\frac{S}{L} =$	19.88
„ „ $\frac{S_1}{L} =$	
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A.	9.94
(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 =	$42.00 \times .0994 = 4.18$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	53.77	1	53.77	66.38	53.77	1	53.77
$\frac{1}{4}$ L from A.P. ...	23.93	4	95.72	32.25	23.93	4	95.72
$\frac{3}{4}$ L „ ...	5.915	2	11.83	1.25	5.915	2	11.83
Amidships ...	-	4	-	-	-	4	-
$\frac{3}{4}$ L from F.P. ...	11.83	2	23.66	-	-	2	-
$\frac{1}{4}$ L „ ...	47.86	4	191.42	20.06	20.06	4	80.24
F.P. ...	107.54	1	107.54	48.00	48.00	1	48.00
Total ...			483.94				289.56

Mean actual sheer aft = Excess
Mean standard sheer aft =

Mean actual sheer forward = Deficient
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } Nil.
L „ „ aft of „ = }

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{194.38}{18} (.75 - .0994) = +7.03$
If limited on account of midship superstructure. 6506

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 15225$	Correction for coefficient $\frac{69 + .68}{1.36} = \frac{1.37}{1.36}$
Depth to Freeboard Deck = 38.08	Tons per inch immersion at summer load water line $T = 51.25$	Depth Correction ... 26.70
Summer freeboard = 9.58	Deduction = $\frac{\Delta}{40T}$ inches = $\frac{15225}{40 \times 51.25} = 7.43$	Deduction for superstructures ... 4.18
Moulded draught (d) = 28.50	= $7\frac{1}{2}$ inches = 190 m/m.	Sheer correction ... 7.03
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $7.12 = 7 = 178$ m/m.		Round of Beam correction ... 2.00
Addition for Winter North Atlantic Freeboard (if required) = ✓		Correction for Thickness of Deck amidships ... -
		Other corrections, scantlings, etc. ... -
		Summer Freeboard = 115.42

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, W₁, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	368 m/m	14 1/2"	Tropical Fresh Water Freeboard	2921 m/m	9'-7"
Fresh Water Line	190	7 1/2"	Fresh Water	2553	8'-4 1/2"
Tropical Line	178	7"	Tropical	2731	8'-11 1/2"
Winter Line below	178	7"	Winter	2743	9'-0"
Winter North Atlantic Line	✓		Winter North Atlantic	3099	10'-2"

Nikobar.

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 Camber:-

$$\begin{array}{rcl} 9.5 \times 1 & = & 9.5 \\ 21.5 \times .5 & = & 10.75 \\ \hline & & 20.25 \end{array}$$

$$\frac{20.25}{62} \times \frac{3}{2} = 4.90'' \text{ equivalent camber.}$$

Hudson Blue
not this side

Trade of ship General Freighter

Names of sister ships Victory Ships

Builder's name and yard number Bethlehem Fairfield Shipyard, Inc., Baltimore - Yard No. 2465

Owners Deb. Ostasiatiska Kompagni

Fee \$100



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Foundation