

MAR 23 1939

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Rpt. C.11 (Comp.).

DARONIA 35496

DAPHNELLA 35499

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

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

Index. No. 35957  
(For London Office only).

Jd 2662

Ship's Name <b>DILOMA</b>	Official Number <b>167258</b>	Nationality and Port of Registry <b>British London.</b>	Gross Tonnage <b>8145.78</b>	Date of Build <b>1939-</b>	Port of Survey <b>Liverpool</b>
Moulded Dimensions: Length <b>460'0"</b> Breadth <b>59'0"</b> Depth <b>34'0"</b> <i>To centre of rudder stock 461'00</i>					Date of Survey <b>During construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>171744</b> tons					Surveyor's Signature <b>A. W. Jackson</b>
Coefficient of fineness for use with Tables <b>.790</b> Displacement <b>27'0"</b> <del>14,420 tons. T.P.A. 55.8</del> <b>28'0"-17,100 " " 56.2</b>					Particulars of Classification <b>100A1 "Carrying Petroleum in Bulk" "Longitudinal framing at bottom and at deck"</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... .. <b>34'0"</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(34.06-30.73) 3 = +9.99"</b>	Moulded Breadth (B) <b>59'0"</b>
Stringer plate ... .. <b>.06</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>14.16"</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>14 1/4"</b>
Depth for Freeboard (D) = <b>34.06</b>		Difference = <b>.59" excess</b>
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>.59 x .5809 = -.09"</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<b>93.69</b>	<b>93.69</b>	<b>7.5</b>	<b>✓</b>	<b>93.69</b>	Standard Height of Superstructure <b>7'50"</b>
" overhang ...	<b>2.40</b>	<b>2.40</b>	<b>7.5</b>	<b>✓</b>	<b>2.40</b>	" " R.Q.D. <b>✓</b>
R.Q.D. enclosed ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	Deduction for complete superstructure <b>42.00"</b>
" overhang ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	Percentage covered $\frac{S}{L} =$ <b>42.04</b>
Bridge enclosed ...	<b>44.6</b>	<b>44.60</b>	<b>7.5</b>	<b>✓</b>	<b>44.60</b>	" " $\frac{S_1}{L} =$ <b>41.91</b>
" overhang aft ...	<b>2.5</b>	<b>1.87</b>	<b>7.5</b>	<b>✓</b>	<b>1.87</b>	" " $\frac{E}{L} =$ <b>41.91</b>
" overhang forward ...	<b>2.59</b>	<b>2.59</b>	<b>7.5</b>	<b>✓</b>	<b>2.59</b>	Percentage from Table, Line A. <b>Tanker 32.91</b>
F'cle enclosed ...	<b>48.04</b>	<b>48.04</b>	<b>7.5</b>	<b>✓</b>	<b>48.04</b>	(corrected for absence of forecastle (if required))
" overhang ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	Percentage from Table, Line B. <b>✓</b>
Trunk aft ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	(corrected for absence of forecastle (if required))
" forward ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	Interpolation for bridge less than .2L (if required) <b>✓</b>
Tonnage opening aft ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	Deduction = <b>42.00 x .3291 = -13.82"</b>
" " forward ...	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	<b>✓</b>	
Total ...	<b>193.82</b>	<b>193.19</b>			<b>193.19</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<b>56.10</b>	<b>1</b>	<b>✓</b>	<b>56.10</b>	<b>55.78</b>	<b>55.78</b>	<b>1</b>	<b>✓</b>	<b>55.78</b>	Mean actual sheer aft = <b>Excess</b>
1/4 L from A.P. ...	<b>24.965</b>	<b>4</b>	<b>✓</b>	<b>99.86</b>	<b>26.0</b>	<b>26.00</b>	<b>4</b>	<b>✓</b>	<b>104.00</b>	Mean actual sheer forward = <b>Excess</b>
1/2 L " ...	<b>6.17</b>	<b>2</b>	<b>✓</b>	<b>12.34</b>	<b>6.47</b>	<b>6.47</b>	<b>2</b>	<b>✓</b>	<b>12.94</b>	Mean standard sheer forward
Amidships ...	<b>-</b>	<b>4</b>	<b>✓</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>✓</b>	<b>-</b>	Length of enclosed superstructure forward of amidships =
3/4 L from F.P. ...	<b>12.34</b>	<b>2</b>	<b>✓</b>	<b>24.68</b>	<b>12.78</b>	<b>12.78</b>	<b>2</b>	<b>✓</b>	<b>25.56</b>	" " aft of " = <b>Tanker</b>
1/4 L " ...	<b>49.93</b>	<b>4</b>	<b>✓</b>	<b>199.72</b>	<b>52.0</b>	<b>52.00</b>	<b>4</b>	<b>✓</b>	<b>208.00</b>	
F.P. ...	<b>112.20</b>	<b>1</b>	<b>✓</b>	<b>112.20</b>	<b>109.41</b>	<b>109.41</b>	<b>1</b>	<b>✓</b>	<b>109.41</b>	
Total ...				<b>504.90</b>					<b>515.69</b>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{10.79 - (.75 - .2102)}{18} = -.32"$   
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.Ft.  
Depth to Freeboard Deck = **34.06**  
Summer freeboard = **6.67**  
Moulded draught (d) = **27.39**Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = **6.85 = 6 3/4**  
Addition for Winter North Atlantic Freeboard (if required) = **6.85 + 4.61 = 11.46 = 11 1/2**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  **16770**

Tons per inch immersion at summer load water line

 $T =$  **56.03**Deduction =  $\frac{\Delta}{40T}$  inches**= 7.48 = 7 1/2**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.79 + .68}{1.36} = \frac{1.47}{1.36}$ Depth Correction ... **9.99**  
Deduction for superstructures ... **13.82**  
Sheer correction ... **.32**  
Round of Beam correction ... **.09**  
Correction for Thickness of Deck amidships ...  
Other corrections, scantlings, etc. ...**77.95**  
**84.26****9.99** **14.23** **- 4.24**  
Summer Freeboard = **80.02**

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

Tropical Fresh Water Line above Centre of Disc ... **14 1/4**  
Fresh Water Line " " ... **7 1/2**  
Tropical Line " " ... **6 3/4**  
Winter Line below " " ... **6 3/4**  
Winter North Atlantic Line " " ... **11 1/2**Tropical Fresh Water Freeboard ... **5' 5 3/4"**  
Fresh Water " " ... **6' 0 1/2"**  
Tropical " " ... **6' 1 1/4"**  
Winter " " ... **7' 2 3/4"**  
Winter North Atlantic " " ... **7' 7 1/2"**

28 MAR 1939

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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..... *Oil Tanker*

Names of sister ships..... *"DARONIA" built by Messrs. Hawthorn, Leslie, & Co.*

Builder's name and yard number..... *Cammell, Laird & Co's No 1037*

Owners..... *The Anglo-Saxon Petroleum Co. Ltd.*

Fee £.....

*Siloma.*



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