

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. *N^o 28020*(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~)

Ship's Name <i>m/o CERONIA</i>	Official Number —	Nationality and Port of Registry <i>Dutch</i> <i>S'Gravenhage</i>	Gross Tonnage <i>8096.25</i>	Date of Build <i>1938/</i> <i>1939</i>	Port of Survey <i>Rotterdam</i>
Moulded Dimensions: Length <i>140.51 M</i> Breadth <i>17.983 M</i> Depth <i>10.363 M</i> .					Date of Survey <i>Building</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>17620 M³</i> tons					Surveyor's Signature <i>J. H. Heuvelink</i>
Coefficient of fineness for use with Tables <i>.792</i>					Particulars of Classification <i>+100 A1</i> <i>Carrying petroleum in bulk</i> <i>embargoed.</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <i>10363</i>	(a) Where D is greater than Table depth (D—Table depth) R = <i>8.33(10.386 - 9.368) 30 = + 254 m/m</i>	Moulded Breadth (B) <i>17.983 m</i>
Stringer plate <i>23</i>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R = <i>✓</i>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>360 m/m</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <i>✓</i>	Ship's Round of Beam = <i>360 m/m</i>
Depth for Freeboard (D) = <i>10386</i>		Difference = <i>nil</i>
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>nil</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed <i>see sketch</i>	<i>29373</i>	<i>29373</i>	<i>2286</i>	<i>✓</i>	<i>29373</i>	Standard Height of Superstructure <i>2290 m/m</i>
" overhang ...	<i>none</i>		<i>+ 64 m/m sheathing</i>			" " R.Q.D. <i>✓</i>
R.Q.D. enclosed	<i>✓</i>					Deduction for complete superstructure <i>1067 m/m</i>
" overhang	<i>✓</i>					Percentage covered $\frac{S}{L} =$ <i>42.27</i>
Bridge enclosed <i>see sketch</i>	<i>14350</i>	<i>14350</i>	<i>2286</i>	<i>2286</i> <i>2290</i>	<i>14325</i>	" " $\frac{S_1}{L} =$ <i>42.09</i>
" overhang aft	<i>1050</i>	<i>787</i>			<i>786</i>	" " $\frac{E}{L} =$ <i>42.05</i>
" overhang forward	<i>none</i>					Percentage from Table, Line A. <i>33.05</i> <i>Tanker</i>
F'cle enclosed	<i>14632</i>	<i>14632</i>	<i>2286</i>	<i>2286</i> <i>2290</i>	<i>14606</i>	(corrected for absence of forecastle (if required))
" overhang	<i>none</i>					Percentage from Table, Line B. <i>✓</i>
Trunk aft	<i>✓</i>					(corrected for absence of forecastle (if required)) <i>✓</i>
" forward	<i>✓</i>					Interpolation for bridge less than .2L (if required) <i>✓</i>
Tonnage opening aft	<i>✓</i>					Deduction = <i>1067</i> × <i>33.05</i> = <i>- 353 m/m</i>
" forward	<i>✓</i>					
Total	<i>59405</i>	<i>59142</i>			<i>59090</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<i>1425</i>	<i>1</i>	<i>1425</i>	<i>1423</i>	<i>1423</i>	<i>1</i>	<i>1423</i>			Mean actual sheer aft = <i>Deficient</i>
$\frac{1}{4}$ L from A.P. ...	<i>633</i>	<i>4</i>	<i>2532</i>	<i>632</i>	<i>632</i>	<i>4</i>	<i>2528</i>			Mean actual sheer forward = <i>Deficient</i>
$\frac{3}{4}$ L " ...	<i>158</i>	<i>2</i>	<i>316</i>	<i>156</i>	<i>156</i>	<i>2</i>	<i>312</i>			Mean standard sheer aft
Amidships ...	<i>—</i>	<i>4</i>	<i>—</i>	<i>—</i>	<i>—</i>	<i>4</i>	<i>—</i>			Mean standard sheer forward
$\frac{3}{4}$ L from F.P. ...	<i>316</i>	<i>2</i>	<i>632</i>	<i>311</i>	<i>311</i>	<i>2</i>	<i>622</i>			Length of enclosed superstructure forward of amidships =
$\frac{1}{4}$ L " ...	<i>1266</i>	<i>4</i>	<i>5064</i>	<i>1266</i>	<i>1266</i>	<i>4</i>	<i>5064</i>			" " aft of " = <i>Tanker</i>
F.P. ...	<i>2849</i>	<i>1</i>	<i>2849</i>	<i>2846</i>	<i>2846</i>	<i>1</i>	<i>2846</i>			
Total ...			<i>12818</i>				<i>12795</i>			

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{23}{18} (.75 - .2113) = +1 m/m$
 If limited on account of midship superstructure. *✓* *5387* 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	Correction for coefficient $\frac{792 + .68}{1.36} = \frac{1.472}{1.36}$	<i>1979 m/m</i> <i>2142 m/m</i>
Depth to Freeboard Deck = <i>10.386</i>	$\Delta = 16694 m^3$	Depth Correction <i>254</i>	
Summer freeboard = <i>2.040</i>	$T = 22.23$	Deduction for superstructures <i>353</i>	
Moulded draught (d) = <i>8.346</i>	Deduction = $\frac{\Delta}{40 T} = \frac{16694}{40 \times 22.23} = 188 m/m$	Sheer correction <i>1</i>	
Deduction for Tropical freeboard and addition for	$= 19 cms$	Round of Beam correction <i>—</i>	
Winter freeboard = $\frac{d}{48} = 174 m/m = 17 cms$		Correction for Thickness of Deck amidships <i>—</i>	
Addition for Winter North Atlantic Freeboard (if required) = <i>174 + 115 = 289 m/m = 29 cms.</i>		Other corrections, scantlings, etc. <i>—</i>	
		<i>255 353 - 98 m/m</i>	
		Summer Freeboard = <i>2044 m/m</i>	

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

Tropical Fresh Water Line above Centre of Disc ...	<i>36 cms.</i>	Tropical Fresh Water Freeboard ...	<i>168 m/m</i>
Fresh Water Line " " ...	<i>19 "</i>	Fresh Water " " ...	<i>185 "</i>
Tropical Line " " ...	<i>17 "</i>	Tropical " " ...	<i>187 "</i>
Winter Line below " " ...	<i>17 "</i>	Winter " " ...	<i>221 "</i>
Winter North Atlantic Line " " ...	<i>29 "</i>	Winter North Atlantic " " ...	<i>233 "</i>

M/V Corona

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.

$$\begin{array}{r} \text{Poop } \frac{2}{3} \times 1100 = .733 \\ \underline{28.640} \\ 29.373 = \text{Equivalent Length.} \end{array}$$

$$\begin{array}{r} \text{Bridge } \frac{2}{3} \times 1215 = .810 \\ \underline{13.540} \\ 14.350 = \text{Equivalent Length.} \end{array}$$

Trade of ship Ocean Trade.

Names of sister ships mv. "CORILLA" yard N: 664.

Builder's name and yard number Wilton Fyenoord yard N: 665

Owners Petroleum Maatschappij La Corona.

Fee 228. —



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