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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

GLASGOW REPORT No. 67758.

Ship's Name "NERITINA"	Official Number 169634	Nationality and Port of Registry BRITISH LONDON.	Gross Tonnage 8228	Date of Build 1943	Port of Survey GLASGOW
Moulded Dimensions: Length 461.0' Breadth 59.0' Depth 34.0'					Date of Survey WHILST BUILDING.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17724. tons					Surveyor's Signature W.J. Pyle
Coefficient of fineness for use with Tables .789					Particulars of Classification +100 A.I. CARRYING PETROLEUM IN BULK (CLASS CONTEMPLATED)

Depth for Freeboard (D). Moulded depth ... 34.0' Stringer plate ... 80"07 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 34.07	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = (34.07 - 30.73) 3' = +10.02" 3.34' (b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓ If restricted by superstructures ✓	Round of Beam correction. Moulded Breadth (B) 59.0' Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.75" 14.16 Ship's Round of Beam = 14.75 Difference .59 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{.59}{4} \times .5814 = -.09$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ... EQUIV.	96.05	96.05	7.5	✓	96.05
.. overhang ...					
R.Q.D. enclosed					
.. overhang					
Bridge enclosed ... EQUIV.	47.00	47.00	7.5	✓	47.00
.. overhang aft	2.50	1.88			1.88
.. overhang forward	50				
F'cle enclosed	48.04	48.04	7.5	✓	48.04
.. overhang					
Trunk aft					
.. forward					
Tonnage opening aft					
.. forward					
Total	193.59	192.97			192.97

Standard Height of Superstructure **7.5'**
 " " R.Q.D. **✓**
 Deduction for complete superstructure **42"**
 Percentage covered $\frac{S}{L} =$ **42.00**
 " " $\frac{S_1}{L} =$ **41.86**
 " " $\frac{E}{L} =$ **41.86**
 Percentage from Table, Line A. Tanker **32.86**
 (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 x 32.86 = -13.80"**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.10	1		56.10	56.75	56.75	1		56.75
$\frac{1}{2}$ L from A.P. ...	24.96	4		99.84	25.25	25.25	4		101.00
$\frac{3}{8}$ L " ...	6.17	2		12.34	6.38	6.38	2		12.76
Amidships	-	4		-	-	-	4		-
$\frac{3}{8}$ L from F.P. ...	12.34	2		24.68	12.5	12.50	2		25.00
$\frac{1}{2}$ L " ...	49.92	4		199.68	50.0	50.00	4		200.00
F.P. ...	112.20	1		112.20	112.0	112.00	1		112.00
Total				504.84					507.51

Mean actual sheer aft =
 Mean standard sheer aft = } **Excess**
 Mean actual sheer forward =
 Mean standard sheer forward = }
 Length of enclosed superstructure forward of amidships = } **Tanker**
 " " aft of " = }
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{2.67}{18} \left(\frac{75-21.00}{2} \right) = -.08"$
 If limited on account of midship superstructure. **✓**
 If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. **✓**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 34.07 Summer freeboard = 6.69 Moulded draught (d) = 27.38 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.84 = 6$\frac{3}{4}$ Addition for Winter North Atlantic Freeboard (if required) = 6.84 + 4.61 = 11.45 11$\frac{1}{2}$"	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 16810 Tons per inch immersion at summer load water line $T =$ 56.37 Deduction = $\frac{\Delta}{40T}$ inches = 7.46 = 7$\frac{1}{2}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.789 + .68}{1.36} = 1.469 / 1.36$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>10.02</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>13.80</td> </tr> <tr> <td>Sheer correction</td> <td>-</td> <td>.08</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.09</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>10.02</td> <td>13.97</td> </tr> </table> Summer Freeboard = 80.25		+	-	Depth Correction	10.02	-	Deduction for superstructures	-	13.80	Sheer correction	-	.08	Round of Beam correction	-	.09	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		10.02	13.97
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc	14 $\frac{1}{4}$ "
Fresh Water Line	7 $\frac{1}{2}$ "
Tropical Line	6 $\frac{3}{4}$ "
Winter Line below	6 $\frac{3}{4}$ "
Winter North Atlantic Line	11 $\frac{1}{2}$ "

Tropical Fresh Water Freeboard	5.6"
Fresh Water	6.0 $\frac{3}{4}$ "
Tropical	6.1 $\frac{1}{2}$ "
Winter	7.3"
Winter North Atlantic	7.7 $\frac{3}{4}$ "

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.

Poop: 93.60
 $\frac{2}{3} \times 3.67 = 2.45$
96.05

Bridge: 44.00
 $\frac{2}{3} \times 4.5 = 3.00$
47.00

EXTERNAL DISPLACEMENT AT 27'-0" DRAFT. 16,439 TONS PER INCH 56.16.
 " " " 28'-0" " 17,115 " " " 56.55.

MIDSHIP SECTION, SCANTLINGS IN WAY OF OIL TANKS AND RUDDER PLAN ARE ENCLOSED HEREWITH.
 FREEBOARD REQUEST IS ENCLOSED HEREWITH.

Trade of ship INTERNATIONAL

Names of sister ships HARLAND & WOLFF LTD, BELFAST N° 1173.

Builder's name and yard number HARLAND & WOLFF LTD N° 1174 G.

Owners ANGLO-SAZON PETROLEUM Co. LTD.

Fee £ 19 - 0 - 0

