

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 39206
(For London Office only).

F90

Ship's Name NEPTUN THULE. (No in REG. BOOK 79310)	Official Number 181784	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 7453.49	Date of Build 4, 1926	Port of Survey Belfast.
Moulded Dimensions: Length 421-0' Breadth 57-08' Depth 35-1'				Date of Survey August 1947.	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16081. tons				Surveyor's Signature A.S. Fletcher.	
Coefficient of fineness for use with Tables .785				Particulars of Classification +100 A1 "Carrying Oil fuel in Bulk" WHALE OIL SERVICE (Class Contemplated)	

Depth for Freeboard (D). Moulded depth ... 35-1 Stringer plate .6105 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 35.15	Depth correction. (a) Where D is greater than Table depth (D - Table depth) R = (35.15 - 28.5) 3 = +21.24 (b) Where D is less than Table depth (if allowed) (Table depth - D) R = 7.08 If restricted by superstructures ✓	Round of Beam correction. Moulded Breadth (B) 57-08' Standard Round of Beam = $\frac{B \times 12}{50} =$ 13.7 Ship's Round of Beam = 13 Difference Sufficient. 7 Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{7}{4} \times .4897 = +.85$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	143.3	143.30	8.0		143.30
" overhang75	.38			.38
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed open ...	7.50	3.75			3.75
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...	67.4	67.40	8.5		67.40
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	218.95	214.83			214.83

Standard Height of Superstructure 7.50 ✓
" " R.Q.D. ✓
Deduction for complete superstructure 42.00 ✓
Percentage covered $\frac{S}{L} =$ 52.01 ✓
" " $\frac{S_1}{L} =$ 51.03 ✓
" " $\frac{E}{L} =$ 51.03 ✓
Percentage from Table, Line Tanker. 42.13 ✓ (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 x .4213 = -17.69 ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	52.10	1		52.10	12.5"	12.50	1		12.50
1/4 L from A.P. ...	23.185	4		92.74	6.0"	6.00	4		24.00
3/4 L " ...	5.73	2		11.46	0	-	2		-
Amidships ...	-	4		-	0	-	4		-
3/4 L from F.P. ...	11.46	2		22.92	0	-	2		-
1/4 L " ...	46.37	4		185.48	27.0"	27.00	4		108.00
F.P. ...	104.20	1		104.20	114.0"	114.00	1		114.00
Total ...				468.90					258.50

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{210.40}{18} \left(\frac{75-2600}{4900} \right) = +5.73$ ✓
If limited on account of midship superstructure. **✓**

Mean actual sheer aft = **Deficient.**
Mean standard sheer aft = **Deficient.**
Mean actual sheer forward = **Deficient.**
Mean standard sheer forward = **Deficient.**
Length of enclosed superstructure forward of amidships = **Tanker.**
" " aft of " = **Tanker.**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 35.15 Summer freeboard = 6.75 Moulded draught (d) = 28.40 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.10" = 7" Addition for Winter North Atlantic Freeboard (if required) = 7.10 + 4.21 = 11.31" = 11 1/4"	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 15364 Tons per inch immersion at summer load water line $T =$ 49.22 Deduction = $\frac{\Delta}{40T}$ inches $= \frac{15364}{40 \times 49.22} = 7.80" = 7 3/4"$ FULL DRAFT. Full Δ T.P.1 28'-0" - 15060 Tons 49.08 28'-6 1/2" - 15364 " 49.22 29'-0" - 15620 " 49.38	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.785 + .68}{1.36} = \frac{1.465}{1.36}$ <table><tr><td></td><td>+</td><td>-</td></tr><tr><td>Depth Correction ...</td><td>21.24</td><td>-</td></tr><tr><td>Deduction for superstructures ...</td><td>-</td><td>17.69</td></tr><tr><td>Sheer correction ...</td><td>5.73</td><td>-</td></tr><tr><td>Round of Beam correction ...</td><td>.09</td><td>-</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>27.06</td><td>17.69</td></tr><tr><td>Summer Freeboard =</td><td>82.24</td><td>+ 9.37</td></tr></table>		+	-	Depth Correction ...	21.24	-	Deduction for superstructures ...	-	17.69	Sheer correction ...	5.73	-	Round of Beam correction09	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. ...	-	-		27.06	17.69	Summer Freeboard =	82.24	+ 9.37
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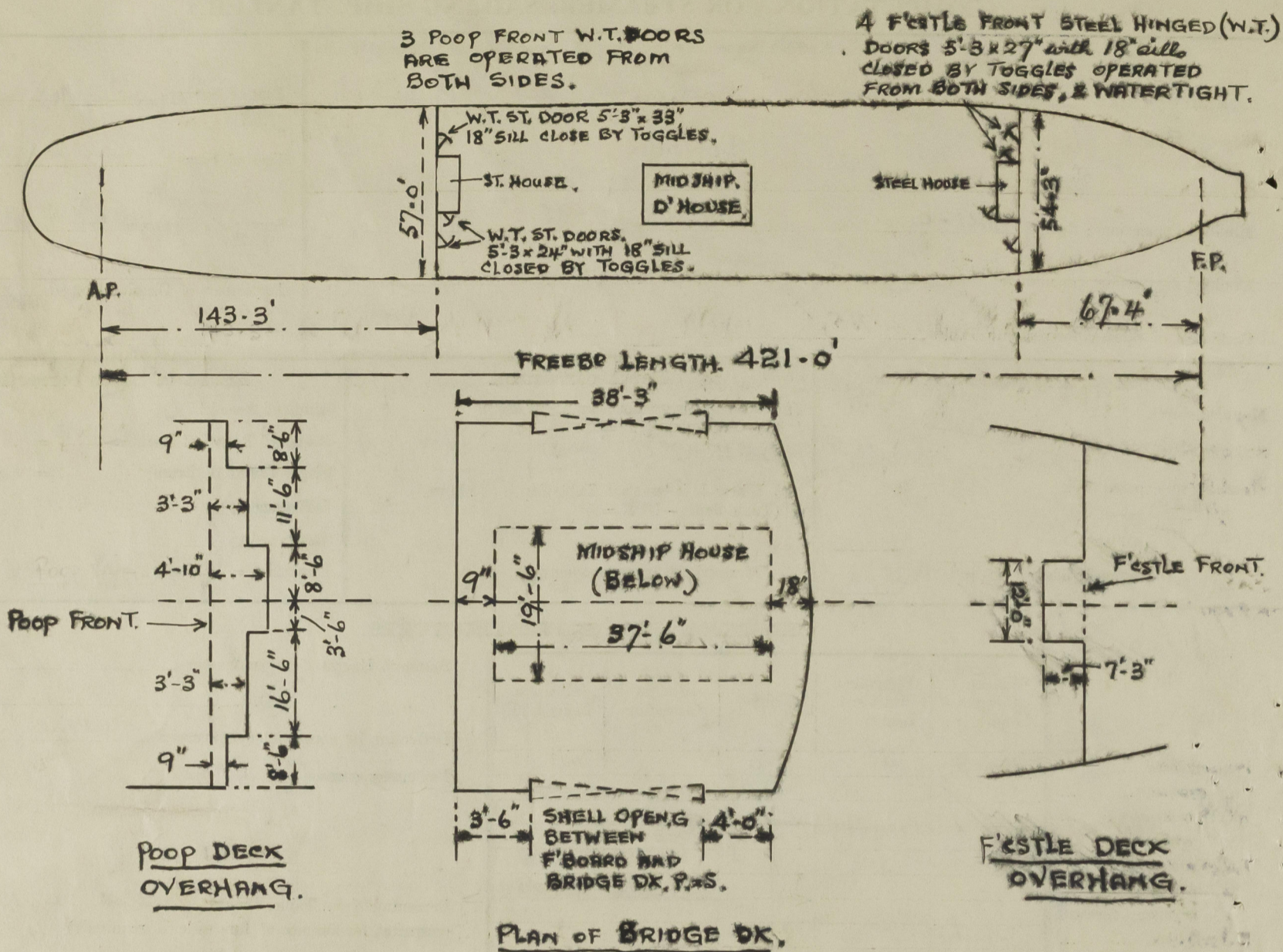
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ... 14 1/2"	Tropical Fresh Water Freeboard ... 6'-9"
Fresh Water Line " " ... 7 1/2"	Fresh Water " " ... 5'-6 1/2"
Tropical Line " " ... 7	Tropical " " ... 6'-1 1/2"
Winter Line below " " ... 7	Winter " " ... 6'-2"
Winter North Atlantic Line " " ... 11 1/2"	Winter North Atlantic " " ... 7'-4"

as previously suggested by **Commander Lloyd** 11.11.1947

Thule.

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.



This Report C 11. (Conf.) is forwarded for markings of freeboards before vessel is undocked, & completed about early September, 1947.

A copy of the Germanischer Lloyd Freeboard issued at Hamburg on 22nd July 1943 was forwarded to the Secretary London on 11th July 1947.

The markings on the ship's side p & s have been measured and were as follows:- Tropical -- 7¹/₁₆" above Summer. Summer -- 6'-9" from upper line of upper deck stringer plate to centre of disc. Winter -- 7¹/₁₆" below Summer. W.N.A -- 11⁷/₁₆" " " allowance for fresh water, 7¹/₂". It was also noted that a further Disc was cut in the shell at sides at a distance of 8'-0¹/₂" below freeboard line to centre of disc.

Trade of ship Ocean going Tanker (Whale Oil & Oil fuel).

Names of sister ships not known

Builder's name and yard number Messrs Blohm & Voss, Hamburg. Yard No 472.

Owners United Whalers Ltd.

Fee £

M.D.



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