

Libia 36039

DUTCH GOVERNMENT
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(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

AUG 23 1939

Ship's Name "TARIA"	Official Number	Nationality and Port of Registry s Gravenhage Netherlands.	Gross Tonnage 10354.34	Date of Build 1939	Port of Survey Amsterdam
Moulded Dimensions: Length 152.421 Breadth 19.503 Depth 11.247 m					Date of Survey While Building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 22720 tons					Surveyor's Signature H. P. Jonker
Coefficient of fineness for use with Tables 0.484					Particulars of Classification +100 A1 Carrying Petroleum in Bulk.

Depth for Freeboard (D). Moulded depth ... 11.247 Stringer plate 2 3/2 m <i>in way of freeboard mark</i> 293 Sheathing on exposed deck none $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 11.300	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R = 8.33 (11.300 - 10.181) 30 = +280 mm (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) 19.583 Standard Round of Beam = $\frac{B \times 12}{50} = 392$ Ship's Round of Beam = 406 mm Difference excess 14 mm Restricted to Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{14}{4} \times 5803 = -2 mm$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	32232	32232	2286		32232
„ overhang ...			+64 mm		
R.Q.D. enclosed ...			wood deck		
„ overhang ...					
Bridge enclosed ...	13784	13780	2286	2290	13760
„ overhang aft ...	1050	788			787
„ overhang forward ...					
Forecastle enclosed ...	17297	17297	2286	2290	17268
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	64363	64101			64047

Standard Height of Superstructure **2290 mm**„ „ R.Q.D. **✓**Deduction for complete superstructure **1067 mm**Percentage covered $\frac{S}{L} = 42.14$ ✓„ „ $\frac{S_1}{L} = 41.97$ „ „ $\frac{E}{L} = 41.94$ Percentage from Table, Line **TANKER 32.94**
(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 = **1067 × 32.94 = 351 mm** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	1526	1		1526	1552	1552	1		1552
1/4 L from A.P. ...	678	4		2712	701	701	4		2804
1/2 L „ ...	170	2		340	169	169	2		338
Amidships ...		4			0		4		
3/4 L from F.P. ...	339	2		678	337	337	2		674
3/4 L „ ...	1356	4		5424	1367	1367	4		5468
F.P. ...	3052	1		3052	3080	3080	1		3080
Total ...				13732					13916

Mean actual sheer aft = **excess**
Mean standard sheer aftMean actual sheer forward = **excess**
Mean standard sheer forwardLength of enclosed superstructure forward of amidships =
L
„ „ aft of „ = **Tanker.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{184}{18} \left(\frac{75-2107}{5393} \right) = -6 mm$
 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. Depth to Freeboard Deck = 11306 Summer freeboard = 2330 Moulded draught (d) = 8976 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = 187 mm Addition for Winter North Atlantic Freeboard (if required) = 187 + 125 = 312 mm	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 21744$ Tons per inch immersion at summer load water line $T = 66.24$ Deduction = $\frac{\Delta}{40 T}$ inches = 204 mm	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{785 - .68}{1.36} = \frac{1.465}{1.36}$ <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction ...</td><td>280</td><td>-</td></tr> <tr> <td>Deduction for superstructures ...</td><td>-</td><td>351</td></tr> <tr> <td>Sheer correction ...</td><td>-</td><td>6</td></tr> <tr> <td>Round of Beam correction ...</td><td>-</td><td>2</td></tr> <tr> <td>Correction for Thickness of Deck amidships ...</td><td>6</td><td>-</td></tr> <tr> <td>Other corrections, scantlings, etc. ...</td><td>-</td><td>-</td></tr> <tr> <td>Summer Freeboard</td><td>286</td><td>359</td></tr> </table>		+	-	Depth Correction ...	280	-	Deduction for superstructures ...	-	351	Sheer correction ...	-	6	Round of Beam correction ...	-	2	Correction for Thickness of Deck amidships ...	6	-	Other corrections, scantlings, etc. ...	-	-	Summer Freeboard	286	359
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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	39 mm
Fresh Water Line	20
Tropical Line	19
Winter Line below	19
Winter North Atlantic Line	31

Tropical Fresh Water Freeboard	233
Fresh Water	213
Tropical	214
Winter	252
Winter North Atlantic	264

25 AUG 1939

Tania.

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.

Displacement at a moulded draught of $29-4\frac{3}{4} = 8960^m$ = 21197 tons
Tons per inch " " " " " of $29-4\frac{3}{4} = 8960^m$ = 66.27 tons

Loop equivalent length

$$31316 + \left(\frac{2}{3} \times 1373\right) = 32232$$

Bridge equivalent length

$$12884 + \left(\frac{6}{3} \times 1349\right) = 13784$$

Trade of ship. Ocean trade.

Names of sister ships. H.S. Tibia N.V. Ned. Scheepsb. H⁷. yard N^o 272

Builder's name and yard number. N.V. Nederlandsche Scheepsbouw H⁷. yard N^o 273

Owners. N.V. Petroleum Maatschappij La Corona

Fee £ 240.



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