

Amended Computation. (New free end added increasing the length of ship by 5.425")

47498

Rpt. C.11 (Comp.)

J.H.F.

# LLOYD'S REGISTER OF SHIPPING

## SURVEYS FOR FREEBOARD

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

For LONDON OFFICE ONLY

Received .....

Index No. ....

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Owners C11 .....

Ship's Name m.s. "N Y O N"	Official Number	Nationality and Port of Registry Swiss Bâle	Gross Tonnage ± 5500	Date of Build relengthening reclassification 1959	Port of Survey Rotterdam
Moulded Dimensions: Length 133438 mm. Breadth 17462 mm. Depth 8549 mm. Freeboard Length 133438 mm. (C.O.R.) Moulded displacement at moulded draught = 85 per cent. of moulded depth 12590 M. <sup>3</sup> / tonne Coefficient of fineness for use with Tables 0.744					Date of Survey June, 1959
Surveyor's Signature					Particulars of Classification *LOCAL (Q.S.D.)

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... 8549 Stringer plate ... 10 Wood Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 8.559	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = $833(8896-8559)30 = 84 \text{ mm}$ If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) 17462 Standard Round of Beam = $\frac{B \times 12}{50} = 349$ Ship's Round of Beam = 350 Difference 1 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{1}{4} \times 0.0056 = \text{nil}$
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<b>DEDUCTION FOR SUPERSTRUCTURES.</b>					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	7320	7320			7320
" overhang	--	--			--
R.Q.D. enclosed	--	--			--
" overhang	--	124288			124288
Bridge enclosed	124288	2743	2743		323
" overhang aft	430	323			
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft	1400	754			754
" forward					
Total	133438	132685			132685
Standard Height of Superstructure 2290 mm " " R.Q.D. Deduction for complete superstructure 1067 mm Percentage covered $\frac{S}{L} = 100$ " " $\frac{S_1}{L} = 99.44$ " " $\frac{E}{L} =$ Percentage from Table, Line A. & B. 99.31 (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 = $1067 \times 99.31 = 1060 \text{ mm}$					

<b>SHEER CORRECTION.</b>							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	1366	1	1366	1372	1825	1	1825
$\frac{1}{2}$ L from A.P.	607	4	2428	603	812	4	3248
$\frac{2}{3}$ L	152	2	304	140	201	2	402
Amidships	0	4	0	0	0	4	0
$\frac{2}{3}$ L from F.P.	303	2	606	240	352	2	704
$\frac{1}{2}$ L	1213	4	4852	1156	1423	4	5692
F.P.	2731	1	2731	2745	3198	1	3198
Total			12287	+453			15069
Correction = Difference between sums of products $\left( \frac{75-S}{2L} \right) = \frac{2782}{18} \left( \frac{75-50}{2} \right) = -39 \text{ mm}$ If limited on account of midship superstructure. No. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.							

<b>Deduction for Tropical Freeboard.</b> Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 8.559 Summer freeboard = 1.033 Moulded draught (d) = 7.526 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{48} \text{ inches} = 157 \text{ mm} = 6.18 = 6\frac{1}{4}$ Addition for Winter North Atlantic Freeboard (if required) =	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = \text{ann. } 13315 \text{ tons (1016)}$ Tons per inch immersion at summer load water line T = 19.90 Deduction = $\frac{\Delta}{40 T} \text{ inches} = 167 \text{ mm} = 6.57 = 6\frac{1}{2}$ P.T.O.	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{7.04 + .68}{1.36} = \frac{1.424}{1.36}$ Depth Correction Deduction for superstructures Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. Summer Freeboard = 1033 mm
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<b>SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <del>Waves</del>, Steel, Deck :-</b>					
Tropical Fresh Water Line above Centre of Disc	12.4	324	Tropical Fresh Water Freeboard	2.4	709
Fresh Water Line	6.2	165	Fresh Water	2.1	868
Tropical Line	6.2	159	Tropical	2.1	874
Winter Line below	6.2	159	Winter	3.1	1192
Winter North Atlantic Line			Winter North Atlantic		



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 7.25 M. draught = 12766 tons (1016 kg.) in seawater.  
Displacement at 7.50 M. draught = 13263 tons  
Displacement at 7.75 M. draught = 13760 tons }  $\frac{497}{25} = 19.9 \text{ tons/cm.}$   
Displacement at 8 M. draught = 14257 tons  
Displacement at 8.25 M. draught = 14754 tons

original  $m^3/cm. = 18.5$   
New  $m^3/cm. = 18.5 + \left( \frac{5.425 \times 17.462 \times 1}{100} \right) = 19.45 \times 1.009 = 19.63 \text{ tons/cm.}$

Trade of ship Ocean going

Names of sister ships --

Builder's name and yard number C. v.d. Giessen's Scheepswerven of Krimpen a.d. IJssel, yard number 760 (1952),  
Relengthened and new foreship N.V. Boele's Scheepswerven & Mach.fabriek (1959)

Owners Société de navigation maritime suisse atlantique S.A. Lausanne.

Fee £ fl. 550,-- :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

Midship Section.

Profile-decks.



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