

## Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR <sup>MOTOR</sup> STEAMER, SAILING SHIP, TANKER.)

5 APR 1943

Ship's Name <b>"NINELLA"</b>	Official Number <b>168486</b>	Nationality and Port of Registry <b>BRITISH LONDON</b>	Gross Tonnage <b>8134</b>	Date of Build <b>1943</b>	Port of Survey <b>GLASGOW</b>
Moulded Dimensions: Length <b>461'-0"</b> Breadth <b>59'-0"</b> Depth <b>34'-0"</b> To CENTRE OF RUDDER STOCK					Date of Survey <b>WHILE BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>17732</b> tons <b>28.90 FEET.</b>					Surveyor's Signature <b>J. Thurner</b>
Coefficient of fineness for use with Tables <b>.790</b>					Particulars of Classification <b>+ 100A.1.</b> <b>CARRYING PETROLEUM IN BULK</b> <b>(CLASS CONTEMPLATED).</b>

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth ...	34.0	(a) Where D is greater than Table depth (D-Table depth) R = <b>(34.07-30.73) 3 = +10.02</b>		Moulded Breadth (B)	<b>59</b>
Stringer plate ...	.07	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>14.16</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	NIL			Ship's Round of Beam	<b>14.34</b>
Depth for Freeboard (D) =	<b>34.07</b>	If restricted by superstructures		Difference	<b>.59</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>= .59 x .5809 = .09</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed	96.06	96.06	7'-6"	-	96.06	Standard Height of Superstructure <b>7.5'</b>
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure <b>42"</b>
" overhang						Percentage covered $\frac{S}{L} =$ <b>42.04</b>
Bridge enclosed	47.21	47.21	7'-6"		47.21	" " $\frac{S_1}{L} =$ <b>41.91</b>
" overhang aft	2.50	1.87			1.87	" " $\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A. Tanker <b>32.91</b>
F'cle enclosed	48.04	48.04	7'-6"		48.04	(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than .2L (if required)
Tonnage opening aft						Deduction = <b>42 x .3291 = -13.82</b>
" forward						
Total	193.81	193.18			193.18	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.10	1		56.10	56.50	56.50	1		56.50
1/4 L from A.P. ...	24.96	4		99.84	25.25	25.25	4		101.00
1/2 L " ...	6.17	2		12.34	5.25	5.25	2		10.50
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	12.34	2		24.68	11.87	11.87	2		23.74
1/4 L " ...	49.92	4		199.68	49.25	49.25	4		197.00
F.P. ...	112.20	1		112.20	113.25	113.25	1		113.25
Total ...				504.84					501.99

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{2.85}{18} \left( .75 - \frac{2102}{5398} \right) = +.09$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>34.07</b> Summer freeboard = <b>6.71</b> Moulded draught (d) = <b>27.36</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.84 = 6 3/4</b> Addition for Winter North Atlantic Freeboard (if required) = <b>6.84 + 4.61 = 11.45 = 11 1/2</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ <b>16823</b> Tons per inch immersion at summer load water line $T =$ <b>56.25</b> Deduction = $\frac{\Delta}{40T}$ inches = <b>7.48 = 7 1/2</b> FULL OFF. DISP. (SW) T.P.T. <b>27'-6" 16733 56.35</b>	<b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b> Correction for coefficient $\frac{.79 + .68}{1.36} = \frac{1.47}{1.36}$ <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>13.82</td> </tr> <tr> <td>Sheer correction</td> <td>.09</td> <td>-</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>10.11</td> <td>13.91</td> </tr> </table> Summer Freeboard = <b>80.46</b>		+	-	Depth Correction	10.02	-	Deduction for superstructures	-	13.82	Sheer correction	.09	-	Round of Beam correction	-	.09	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		10.11	13.91
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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 1/4"
Fresh Water Line	"	7 1/2"
Tropical Line	"	6 3/4"
Winter Line below	"	6 3/4"
Winter North Atlantic Line	"	11 1/2"

Tropical Fresh Water Freeboard	...	5'-8 1/2"
Fresh Water	"	5'-6 1/4"
Tropical	"	6'-1"
Winter	"	6'-1 3/4"
Winter North Atlantic	"	7'-3 1/4"



"NINELLA"

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  $93'-7\frac{3}{4}"$   
 $\frac{2}{3} \times 3'-7\frac{1}{2}" = 2'-5"$   
 $96'-0\frac{3}{4}"$

Bridge  $44'-7\frac{1}{2}"$   
 $\frac{2}{3} \times 3'-10\frac{1}{2}" = 2'-7"$   
 $47'-2\frac{1}{2}"$

Survey Request Form is forwarded herewith  
 approved plans of Midships Section, Profile & Decks are forwarded for reference.  
 (2 plans).

This vessel is an oil tanker and has been built in accordance with the approved plans.

# SHEET CORRECTION

Position	Latitude	Longitude	Time	Mean actual depth	Mean standard depth	Length of vessel	Beam	Draught	Height of vessel	Height of vessel
1	52-20	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
2	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
3	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
4	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
5	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
6	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
7	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
8	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
9	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57
10	52-22	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57	11-57

Trade of ship INTERNATIONAL

Names of sister ships NASSA & NARANIO BUILDERS N<sup>o</sup> 68 & 69.

Builder's name and yard number BLYTHSWOOD S.B. CO. LTD. YARD N<sup>o</sup> 70

Owners ANGLO-SAXON PETROLEUM CO. LTD.

Fee £ 19 : 0 : 0



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