

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER~~ ^{MOTOR} SAILING SHIP, TANKER.)

Index. No. 36823.
(For London Office only).

11 MAY 1942

Ship's Name **"NASSA"** Official Number **168307** Nationality and Port of Registry **BRITISH LONDON.** Gross Tonnage **8158** Date of Build **1942**
M.O.T. 238.52

Port of Survey **GLASGOW**
 Date of Survey **WHILE BUILDING**
 Surveyor's Signature **H. Johnson**
 Particulars of Classification **+ 100 A.1.**
"CARRYING PETROLEUM IN BULK"
(CLASS CONTEMPLATED)

Moulded Dimensions: Length **461.0** ✓ Breadth **59.0** ✓ Depth **34.0** ✓
TO CENTRE OF RUDDER STOCK

Moulded displacement at moulded draught = 85 per cent. of moulded depth **17732** ✓ tons
C 28.90 FEET.

Coefficient of fineness for use with Tables **788.790**

Depth for Freeboard (D).
 Moulded depth ... 34.0
 Stringer plate ... 80. ✓ ... 07
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) = \text{NIL}$ ✓
 Depth for Freeboard (D) = **34.07**

Depth correction.
 (a) Where D is greater than Table depth
 $(D - \text{Table depth}) R = (34.07 - 30.73) \times 3 = +10.02''$
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) **59.00'**
 Standard Round of Beam = $\frac{B \times 12}{50} = 14.16''$
 Ship's Round of Beam = **14 3/4''** ✓
 Difference **Excess** **59''** ✓
 Restricted to ✓
 Correction = $\frac{\text{Diff}^*}{4} \times (1 - \frac{S_1}{L}) = \frac{59}{4} \times 809 = -09''$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	96.06	96.06	7'6"	✓	96.06	Standard Height of Superstructure 7.50' ✓
" overhang ...	✓					" " R.Q.D. ✓
R.Q.D. enclosed ...						Deduction for complete superstructure 42.00'
" overhang ...						Percentage covered $\frac{S}{L} = 42.04$ ✓
Bridge enclosed...	47.21	47.21	7'6"	✓	47.21	" " $\frac{S_1}{L} = 41.91$ ✓
" overhang aft ...	2.56	1.87			1.87	" " $\frac{E}{L} = 41.91$ ✓
" overhang forward						Percentage from Table, Line A, Tanker 32.91 ✓
Fore 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 = 42.00 x 32.91 = -13.82' ✓
" " 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
½ L from A.P. ...	24.96	4		99.84	25.25 ✓	25.25	4		101.00
⅔ L „ ...	6.17	2		12.34	5.25 ✓	5.25	2		10.50
Amidships ...	—	4		—	—	—	4		—
⅔ L from F.P. ...	12.34	2		24.68	11.87 ✓	11.87	2		23.74
½ 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

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

“ “ aft of “ =

} Deficient

} Deficient sheer.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - \frac{S}{2L}}{2L} \right) = \frac{2.85}{18} (75 - \frac{504.84}{2}) = +.09''$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **34.07'**
 Summer freeboard = **6.71'**
 Moulded draught (d) = **27.36'**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **6.84 = 6 3/4"**
 Addition for Winter North Atlantic Freeboard (if required) = **6.84 + 4.61 = 11.45 = 11 1/2"** ✓

Deduction for Fresh Water.
 Displacement in salt water at summer load water line $\Delta = 16823$
 Tons per inch immersion at summer load water line **T = 56.25**
 Deduction = $\frac{\Delta}{40 T}$ inches = **7.48 = 7 1/2"**
 Full DWT Disp (SW) T.P.I. **2726 16788 56.25**

TABULAR FREEBOARD corrected for Flush Deck (if required)
 Correction for coefficient **79.288 + 68 (1.4) = 146.8**
1.36

	+	-
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

Summer Freeboard = **80.34.46**

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' - 6 1/4"
Fresh Water	6' - 1"
Tropical	6' - 13/4"
Winter	7' - 3 1/4"
Winter North Atlantic	7' - 8"

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.

Deck equivalent length

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

Bridge equivalent length

Length at side $44' - 7\frac{1}{2}"$
 $\frac{2}{3} \times 3' - 10\frac{1}{2}"$
 $2' - 7"$
 $47' - 2\frac{1}{2}"$

Surveyor

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. ✓

Trade of ship INTERNATIONAL TRADE

Names of sister ships "DONACILLA" BOLDERS YARD NO 57.

Builder's name and yard number BLYTHSWOOD S. B. CO LTD NO 68

Owners ANGLO-SAXON PETROLEUM CO LTD.

Fee £ 19-0-0



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