

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

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

| | | | | | |
|--|--------------------------------|---|-------------------------------|------------------------------------|--|
| Ship's Name 'ALTHEA' | Official Number 1295 | Nationality and Port of Registry LIBERIAN MONROVIA. | Gross Tonnage 24256 | Date of Build 9 1958 | Port of Survey YOKOHAMA |
| Moulded Dimensions: Length 204.400m Breadth 28.800m Depth 14.700m FREEBOARD LENGTH 204.400m TO CENTRE OF RUBBER STOCK. Moulded displacement at moulded draught = 85 per cent. of moulded depth 60900 METRIC tons (excluding bossing) | | | | | Date of Survey WHILST BUILDING. |
| Coefficient of fineness for use with Tables .808 | | | | | Surveyor's Signature <i>J. Macdonald</i> |
| | | | | | Particulars of Classification +100 A.I. CARRYING PETROLEUM IN BULK. |

| | | | | | |
|------------------------------------|---------------------------|--|--|--|---|
| DEPTH FOR FREEBOARD (D). | | DEPTH CORRECTION. | | ROUND OF BEAM CORRECTION. | |
| Moulded depth ... | 14.700 | (a) Where D is greater than Table depth (D—Table depth) R = | | Moulded Breadth (B) | 28.800 |
| Stringer plate ... | 33mm ... 33 | 8.33(14.733 - 13.627) 30 = + 276 mm | | Standard Round of Beam = $\frac{B \times 12}{50}$ | 576 |
| Sheathing on exposed deck | | (b) Where D is less than Table depth (if allowed) (Table depth—D) R = | | Ship's Round of Beam SEE SKETCH | 399 |
| $T \left(\frac{L-S}{L} \right) =$ | NIL. | | | Difference | 177 |
| Depth for Freeboard (D) = | 14.733 | If restricted by superstructures | | Restricted to | |
| | | | | Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right)$ | = $\frac{177}{4} \left(1 - \frac{2230}{6770} \right) = +30 \text{ mm}$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S) | Height | Height Correction | Effective Length (E) | |
|----------------------------------|-------------------------|--------------------------------|-------------|-------------------|----------------------|---|
| Poop enclosed SEE SKETCH | 41.732 | 41.732 | 2500 | — | 41.732 | Standard Height of Superstructure 2290 |
| " overhang ... | | | | | | " " R.Q.D. — |
| R.Q.D. enclosed ... | | | | | | Deduction for complete superstructure 1067 |
| " overhang ... | | | | | | Percentage covered $\frac{S}{L} =$ 32.55 |
| Bridge enclosed ... | | | | | | " " $\frac{S_1}{L} =$ 32.30 |
| " overhang aft ... | | | | | | " " $\frac{E}{L} =$ 32.30 |
| " overhang forward ... | | | | | | Percentage from Table, Line A. TANKER 23.30 |
| F'cle enclosed SEE SKETCH | 23.772 | 23.772 | 2300 | — | 23.772 | (corrected for absence of forecastle (if required)) |
| " overhang ... | 1.038 | .519 | | | .519 | 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 = 2330 x 1067 = — 249 mm |
| " " forward ... | | | | | | |
| Total ... | 66.542 | 66.023 | | | 66.023 | |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product | |
|---------------------|-------------------|---|---|--------------|-----------------|--------------------|---|---|-------------|--|
| A.P. ... | 1957 | 1 | | 1957 | 343 | 1153 | 1 | | 1153 | Mean actual sheer aft = <i>Def.</i> |
| 1/4 L from A.P. ... | 871 | 4 | | 3484 | 3 | 18 | 4 | | 72 | Mean standard sheer aft |
| 1/2 L " ... | 215 | 2 | | 430 | 0 | 0 | 2 | | 0 | Mean actual sheer forward = <i>Def.</i> |
| Amidships ... | 0 | 4 | | 0 | 0 | 0 | 4 | | 0 | Mean standard sheer forward |
| 3/4 L from F.P. ... | 430 | 2 | | 860 | 0 | 0 | 2 | | 0 | Length of enclosed superstructure forward of amidships = |
| 3/4 L " ... | 1742 | 4 | | 6968 | 0 | 0 | 4 | | 0 | " " aft of " = <i>Def tankir.</i> |
| F.P. ... | 3913 | 1 | | 3913 | 500 | 500 | 1 | | 500 | |
| Total ... | | | | 17612 | | | | | 1725 | |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{15887}{18} \left(.75 - \frac{.1628}{.5876} \right) = +518 \text{ mm}$

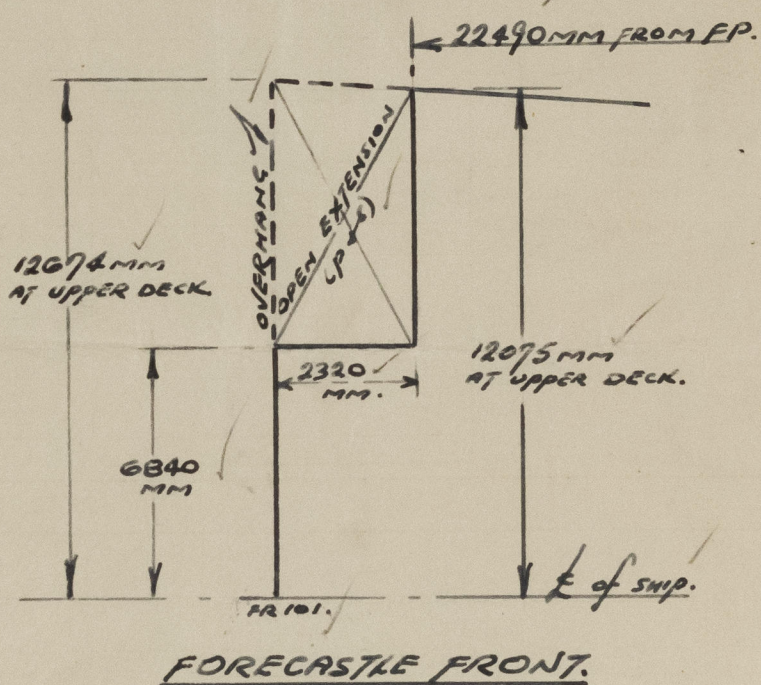
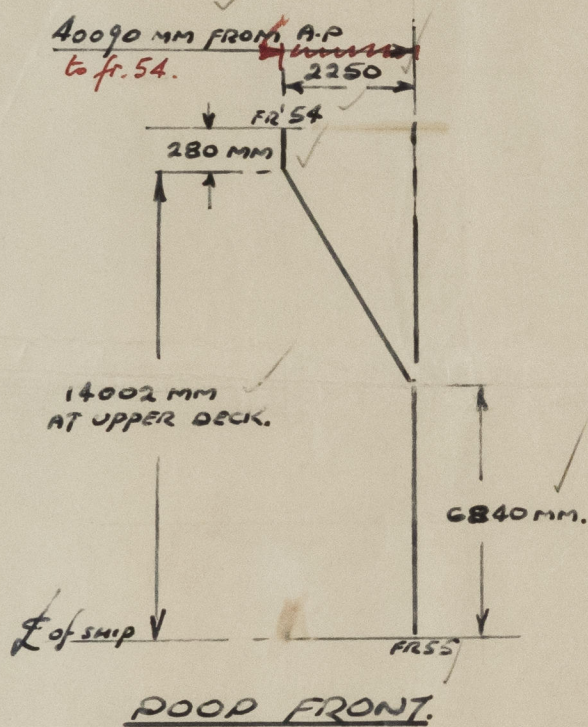
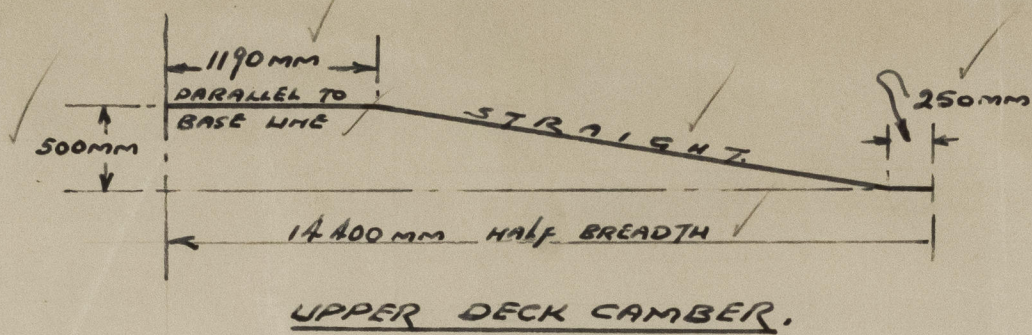
If limited on account of midship superstructure. —

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. | | Deduction for Fresh Water. | | TANKER TABULAR FREEBOARD corrected for Flush Deck (if required) | | 3076 | |
| Depth to Freeboard Deck = 14.733 | | Displacement in salt water at summer load water line | | Correction for coefficient | $\frac{.808 + .68}{1.36} = \frac{1.488}{1.36}$ | | 3366 |
| Summer freeboard = 3.941 | | $\Delta = 51,130 \text{ ENG TONS}$ | | Depth Correction ... | 276 | | |
| Moulded draught (d) = 10.792 | | Tons per inch immersion at summer load water line | | Deduction for superstructures ... | | 249 | |
| Keel allowance = | | $T = 130.55 \text{ ENG. TONS}$ | | Sheer correction ... | 518 | | |
| Extreme draught = | | Deduction = $\frac{\Delta}{40 T}$ inches | | Round of Beam correction ... | 30 | | |
| Deduction for Tropical freeboard and addition for | | = 249 mm | | Correction for Thickness of Deck amidships... | | | |
| Winter freeboard = $\frac{d}{48}$ inches = 225 mm | | ($9\frac{3}{4}$) | | Other corrections, scantlings, etc. ... | | | |
| Addition for Winter North Atlantic Freeboard | | | | 824 | 249 | + | 575 |
| required) = 225 + 170 = 395 mm | | | | Summer Freeboard = 3941 mm | | | |

| | | | |
|--|----------------|------------------------------------|--------------------|
| TANKER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wm , Steel, Deck:— | | | |
| Tropical Fresh Water Line above Centre of Disc ... | 18 1/2" | Tropical Fresh Water Freeboard ... | 12'-11 1/4" |
| Fresh Water Line " " ... | 9 3/4" | Fresh Water " " ... | 11'-4 3/4" |
| Tropical Line " " ... | 8 3/4" | Tropical " " ... | 12'-1 1/2" |
| Winter Line below " " ... | 8 3/4" | Winter " " ... | 12'-2 1/2" |
| Winter North Atlantic Line " " ... | 15 1/2" | Winter North Atlantic " " ... | 13'-8 3/4" |
| | | | 14'-2 3/4" |

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.



Trade of ship INTERNATIONAL TANKER

Names of sister ships SS NEFELI [YOKOHAMA SHIPYARD & ENGINE WORKS LTD HULL No 818]

Builder's name and yard number YOKOHAMA SHIPYARD & ENGINE WORKS LTD. HULL No 823.

Owners MESSRS VEGA STEAMSHIP COMPANY S.A.

Fee £ TO BE CHARGED WITH FIRST ENTRY.

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