

15 SEP 1947

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

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

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

Ship's Name <b>S.S. "PARITA BAY"</b> <b>EX "COLBORNE"</b> <b>RYUJIN MARU</b>	Official Number <b>829</b>	Nationality and Port of Registry <b>JAPANESE</b> <b>PANAMENIAN</b> <b>PANAMA</b> <b>NISHINOMIYA.</b>	Gross Tonnage <b>6230.22</b>	Date of Build <b>1921</b>	Port of Survey <b>GENOA</b>
Moulded Dimensions: Length <b>399.42</b> Breadth <b>52.0</b> Depth <b>31.0</b>				Date of Survey <b>4 Sept. 1947</b>	
FULL displacement at moulded draught = 85 per cent. of moulded depth <b>12170</b> <b>12109</b> tons				Surveyor's Signature <b>M. COSTANTINI</b>	
Coefficient of fineness for use with Tables <b>C<sub>B</sub> = .775</b>				Particulars of Classification <b>+ 100 A1.</b>	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <b>31.0</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(31.05 - 26.35) 3 = +13.26</b>	Moulded Breadth (B) <b>52</b>
Stringer plate ... <b>.05</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>4.42</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{52 \times 12}{50} = 12.48$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>13</b>
Depth for Freeboard (D) = <b>31.05</b>		Difference = <b>+ .52</b>
		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.52 \times 2444}{4} = 31.77$

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Effective Length (E)
Poop enclosed ...				
" overhang ...				
R.Q.D. enclosed ...	<b>260.0</b>	<b>260</b>	<b>8.0</b>	<b>260.00</b>
" overhang ...				
Bridge enclosed ...				
" overhang aft ...				
" overhang forward ...	<b>2.5</b>	<b>125</b>	<b>8.0</b>	<b>125</b>
F'cle enclosed open ...	<b>41.17</b>	<b>40.55</b>	<b>8.0</b>	<b>40.55</b>
" overhang ...				
Trunk aft ...				
" forward ...				
Tonnage opening aft ...				
" " forward ...				
Total ...	<b>303.67</b>	<b>301.80</b>		<b>301.80</b>

Standard Height of Superstructure <b>7.49</b>
" " R.Q.D. <b>-</b>
Deduction for complete superstructure <b>4196</b>
Percentage covered $\frac{S}{L} = 76.03$
" " $\frac{S_1}{L} = 75.56$
" " $\frac{E}{L} =$
Percentage from Table, Line A. & B <b>69.84</b>
(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 = <b>4196 x .6984 = - 29.31</b>

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	<b>49.94</b>	<b>1</b>	<b>49.94</b>	<b>63</b>	<b>69.12</b>	<b>1</b>	<b>69.12</b>
$\frac{1}{2}$ L from A.P. ...	<b>22.215</b>	<b>4</b>	<b>88.90</b>	<b>25</b>	<b>30.76</b>	<b>4</b>	<b>123.04</b>
$\frac{3}{4}$ L " ...	<b>5.49</b>	<b>2</b>	<b>10.98</b>	<b>8</b>	<b>7.60</b>	<b>2</b>	<b>15.20</b>
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>0</b>	<b>-</b>	<b>4</b>	<b>-</b>
$\frac{3}{4}$ L from F.P. ...	<b>10.99</b>	<b>2</b>	<b>21.98</b>	<b>13</b>	<b>13.0</b>	<b>2</b>	<b>26.00</b>
$\frac{1}{2}$ L " ...	<b>44.45</b>	<b>4</b>	<b>177.80</b>	<b>53</b>	<b>53.0</b>	<b>4</b>	<b>212.00</b>
F.P. ...	<b>99.88</b>	<b>1</b>	<b>99.88</b>	<b>126</b>	<b>126</b>	<b>1</b>	<b>126.00</b>
Total ...			<b>449.48</b>				<b>571.36</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{121.88}{18} (.75 - .389) = -2.50$

If limited on account of midship superstructure.

Actual ht of superstructure **8.00**  
 Mean actual shear aft = **6.12**  
 Mean standard shear aft = **6.12**  
 Mean actual shear forward = **5.1**  
 Mean standard shear forward = **5.1**

Length of enclosed superstructure forward of amidships = **7.1**  
 " " aft of " = **5**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 12112$	Correction for coefficient $\frac{.774 + .68}{136} = .011$
Depth to Freeboard Deck = <b>31.05</b>	Tons per inch immersion at summer load water line $T = 42.5$	Depth Correction ... <b>13.26</b>
Summer freeboard = <b>4.81</b>	Deduction = $\frac{\Delta}{40 T} = \frac{12112}{40 \times 42.5} = 7.1$	Deduction for superstructures ... <b>29.31</b>
Moulded draught (d) = <b>26.24</b>		Sheer correction ... <b>2.50</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.56</b>		Round of Beam correction ... <b>.03</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>✓</b>		Correction for Thickness of Deck amidships ... <b>-12</b>
		Other corrections, scantlings, etc. ... <b>✓</b>
		Summer Freeboard = <b>57.68</b>

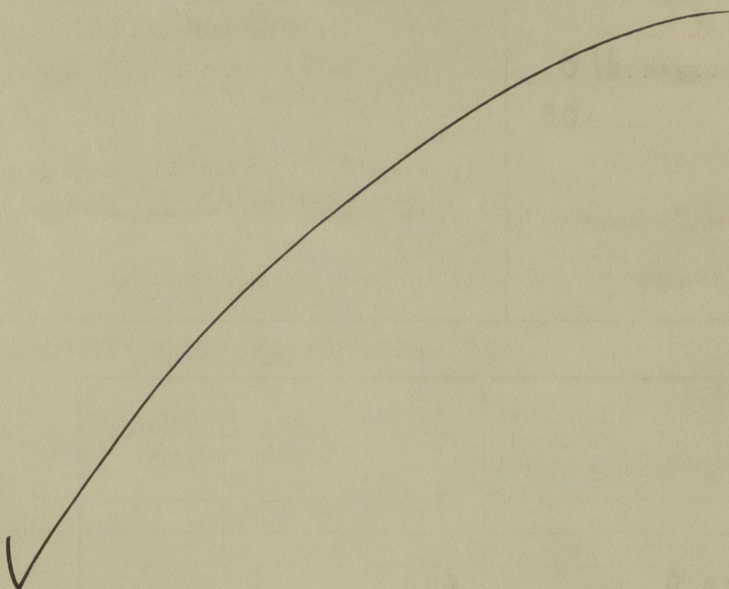
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~, Steel, Deck :-

\* 1 1/2" Compensation on Port side only

Tropical Fresh Water Line above Centre of Disc	<b>13 1/2</b>
Fresh Water Line	<b>7</b>
Tropical Line	<b>6 1/2</b>
Winter Line below	<b>6 1/2</b>
Winter North Atlantic Line	<b>✓</b>

Tropical Fresh Water Freeboard	<b>4' - 9 3/4"</b>
Fresh Water	<b>4' - 2 3/4"</b>
Tropical	<b>4' - 1 1/2"</b>
Winter	<b>5' - 1 1/2"</b>
Winter North Atlantic	<b>✓</b>

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.



Freemantle 5,

$$\begin{array}{r} 4/10 \quad 39.94 \quad / \\ 41.17 - 39.94 = \quad .61 \\ \hline 2 \quad / \quad 40.55 \quad / \end{array}$$

Trade of ship ☒

Names of sister ships ☒

Builder's name and yard number WALLACE SHIPBUILDING & D.D. CO. - NORTH VANCOUVER.

Owners Mrs. EUGENIA JOHN CHANDRIS c/o Messrs. CHANDRIS (ENGLAND) Ltd., 7 St. Helens Place, LONDON, E.C.3.

Fee £ 21-5-0 } SEE OUR LETTER  
CAR EXPS. FUND £ 1-6-0 } TO LONDON,  
OFFICE EXPS. £ 0-17-0 } DATED 9/9/47

BAB



© 2020

Lloyd's Register  
Foundation