

GAFRANA  
40170

*See later*

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. **41840**  
(For London Office only).

27 JUL 1949

MOB. 18812.

Ship's Name <i>Smiths Dock Ltd no 1186</i> <b>"GLESSULA"</b>	Official Number	Nationality and Port of Registry <i>Netherlands</i> <i>Willemstad</i>	Gross Tonnage	Date of Build <i>1949</i>	Port of Survey <i>Middlesbrough</i>
Moulded Dimensions: Length <i>116.73 M.</i> Breadth <i>19.05 M.</i> Depth <i>5.719 M.</i> <i>75 centre of median deck</i>					Date of Survey <i>Winter Building 1949</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>8792</i> tons <i>8713 M<sup>3</sup></i>					Surveyor's Signature <i>A.P. Scott</i>
Coefficient of fineness for use with Tables <i>.806</i>					Particulars of Classification <i>+100A1</i> <i>"Carrying Petroleum in Bulk"</i> <i>(contemplated)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <i>5.719</i>	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B) <i>19.050</i>
Stringer plate ... <i>.012 M</i> ... <i>.012</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{19.050 \times 12}{50} = 4.572$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	<i>8.33 (7.782 - 5.731) 29.475 = -504</i> <i>2.257</i>	Ship's Round of Beam <i>.406 M.</i> = <i>4.06</i>
Depth for Freeboard (D) = <i>5.731</i>	If restricted by superstructures	Difference <i>2.5</i>
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{2.5}{4} \times 2.383 = -1.489$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>30.022 M.</i>	<i>30.022</i>	<i>2.286</i>	<i>-</i>	<i>30.022</i>	Standard Height of Superstructure <i>2237 mpm</i>
„ overhang ...						„ „ R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure <i>1038 mpm</i>
„ overhang ...						Percentage covered $\frac{S}{L} = \frac{30.022}{70.59} = 37.33$
Bridge enclosed ...						„ „ $\frac{S_1}{L} = \frac{30.022}{70.59} = 42.68$
„ overhang aft ...						„ „ $\frac{E}{L} = \frac{30.022}{70.59} = 42.68$
„ overhang forward ...						Percentage from Table, Line A <i>Tanker 70.59</i>
Fore enclosed ...	<i>13.562 M.</i>	<i>13.562</i>	<i>2.286</i>	<i>-</i>	<i>13.562</i>	(corrected for absence of forecastle (if required))
„ overhang ...						Percentage from Table, Line B
Trunk aft ...						(corrected for absence of forecastle (if required))
„ forward ...		<i>45.333</i>	<i>2.286</i>	<i>-</i>	<i>45.333</i>	Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <i>1038 x 70.59 = -733 mpm</i>
„ „ forward						
Total ...	<i>43.584</i>	<i>88.917</i>			<i>88.917</i>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>1226</i>	1		<i>1226</i>	<i>.705</i>	<i>705</i>	1		<i>705</i>
$\frac{1}{2}L$ from A.P. ...	<i>545</i>	4		<i>2180</i>	<i>.086</i>	<i>86</i>	4		<i>344</i>
$\frac{2}{3}L$ „ ...	<i>136</i>	2		<i>272</i>	<i>-</i>	<i>-</i>	2		<i>-</i>
Amidships ...	<i>-</i>	4		<i>-</i>	<i>-</i>	<i>-</i>	4		<i>-</i>
$\frac{2}{3}L$ from F.P. ...	<i>272</i>	2		<i>544</i>	<i>-</i>	<i>-</i>	2		<i>-</i>
$\frac{1}{2}L$ „ ...	<i>1090</i>	4		<i>4360</i>	<i>.038</i>	<i>38</i>	4		<i>152</i>
F.P. ...	<i>2453</i>	1		<i>2453</i>	<i>1.298</i>	<i>1298</i>	1		<i>1298</i>
Total ...				<i>11035</i>					<i>2799</i>

Mean actual sheer aft = *< 1*  
Mean standard sheer aft = *< 1*

Mean actual sheer forward = *< 1*  
Mean standard sheer forward = *< 1*

Length of enclosed superstructure forward of amidships = *Tanker*  
„ „ aft of „ = *insufficient sheers*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{8236(.75 - .1866)}{18} = +267 \text{ mpm}$   
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 = <i>5731</i> Ft. Summer freeboard = <i>660</i> Moulded draught (d) = <i>5071</i> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} = \frac{106}{48} = 2.21$ Addition for Winter North Atlantic Freeboard (if required) = <i>106 + 97 = 203 = 20</i>	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 9167 \text{ tons.}$ Tons per inch immersion at summer load water line $T = 49.9 \text{ tons.}$ Deduction = $\frac{\Delta}{40T} = \frac{9167}{40 \times 49.9} = 4.59$ $= 17$ $= 12$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <i>.806 + .68 = 1.486 / 1.36</i> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td></td> <td><i>504</i></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td><i>733</i></td> </tr> <tr> <td>Sheer correction ...</td> <td><i>267</i></td> <td><i>-</i></td> </tr> <tr> <td>Round of Beam correction ...</td> <td></td> <td><i>1</i></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td></td> <td><i>-</i></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td></td> <td><i>-</i></td> </tr> <tr> <td></td> <td><i>267</i></td> <td><i>1238</i></td> </tr> <tr> <td>Summer Freeboard =</td> <td><i>657</i></td> <td></td> </tr> </table>		+	-	Depth Correction ...		<i>504</i>	Deduction for superstructures ...		<i>733</i>	Sheer correction ...	<i>267</i>	<i>-</i>	Round of Beam correction ...		<i>1</i>	Correction for Thickness of Deck amidships ...		<i>-</i>	Other corrections, scantlings, etc. ...		<i>-</i>		<i>267</i>	<i>1238</i>	Summer Freeboard =	<i>657</i>	
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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 ...	<i>23.2 m</i>
Fresh Water Line „ „ ...	<i>12.4</i>
Tropical Line „ „ ...	<i>11.4</i>
Winter Line below „ „ ...	<i>11.4</i>
Winter North Atlantic Line „ „ ...	<i>20.4</i>

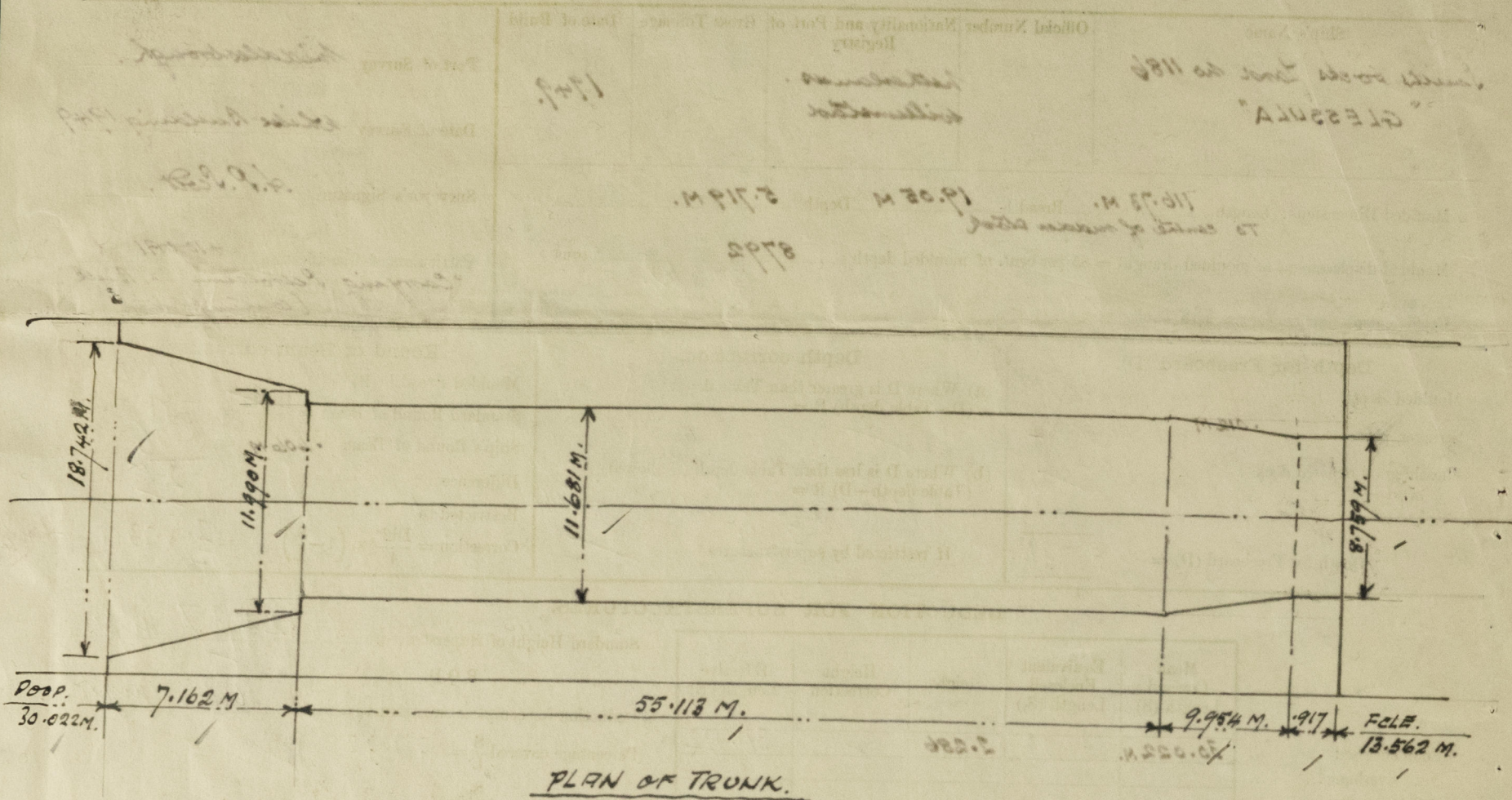
Tropical Fresh Water Freeboard ...	<i>43</i>
Fresh Water „ „ ...	<i>54</i>
Tropical „ „ ...	<i>55</i>
Winter „ „ ...	<i>57</i>
Winter North Atlantic „ „ ...	<i>66</i>



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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.

**SURVEYS FOR FREEBOARD.**  
(COMPUTATION FOR STEAM, SAILING SHIP, TANKER.)



Trunk.

$$\frac{18.742 + 11.990}{2} \times 7.162 = 5.777$$

$$\frac{11.681 + 8.759}{2} \times 55.113 = 33.794$$

$$\frac{11.681 + 8.759}{2} \times 9.954 = 5.340$$

$$\frac{8.759}{19.050} \times 9.17 = .422$$

$$\underline{45.333}$$

Trade of ship ocean going tanker.

Names of sister ships "GEONITRA" "GOULDIA" "GENA" "GARI" "GASTRANA"

Builder's name and yard number Messrs Smiths Dock Co Ltd. Yard no 1186.

Owners Curacaoche Steeps. Maats N.Y.

Fee will be charged with re-entry.



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