

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD

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

For LONDON OFFICE ONLY

Received

Index No.

Govt. Copy

Owners C11

Ship's Name <b>PANAGHIA T. ex Letizia Montanari</b>	Official Number <b>1433</b>	Nationality and Port of Registry <b>Liberian Monrovia</b>	Gross Tonnage <b>9240</b>	Date of Build <b>1942 - 4 Conv. Tanker 1955</b>	Port of Survey <b>Venice</b>
Moulded Dimensions: Length <b>476.17'</b> Breadth <b>68.00'</b> Depth <b>36.00'</b>					Date of Survey <b>September, 1959</b>
Freeboard Length <b>476.17 to CR OF rudder stock</b>					Surveyor's Signature <b>F. Suligoi</b> (F. SULIGOI)
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>Not available</b> tons (excluding bossing)					Particulars of Classification <b>+ 100 A 1</b>
Coefficient of fineness for use with Tables <b>.757</b>					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>36.00'</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>136.14 - 31.74 = 104.40</b>	Moulded Breadth (B) <b>68.00'</b>
Stringer plate <b>.82" + doubler .87"</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{68 \times 12}{50} = 16.32$
Wood Sheathing on exposed deck <b>nil</b>		Ship's Round of Beam = <b>17.00</b>
$T \left( \frac{L-S}{L} \right) =$		Difference <b>.68</b>
Depth for Freeboard (D) = <b>36.14'</b>	If restricted by superstructures <b>✓</b>	Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.68}{4} \times .691 = .117$

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Effective Length (E)
Poop enclosed ... ..	<b>113.20</b>	<b>113.20</b>	<b>7.5'</b>	<b>113.20</b>
" overhang ... ..			<b>NONE</b>	
R.Q.D. enclosed ... ..			<b>NONE</b>	
" overhang ... ..			<b>NONE</b>	
Bridge enclosed ... ..			<b>NONE</b>	
" overhang aft ... ..			<b>NONE</b>	
" overhang forward ... ..			<b>NONE</b>	
F'cle enclosed ... ..	<b>33.92</b>	<b>33.92</b>	<b>7.5'</b>	<b>33.92</b>
" overhang ... ..			<b>NONE</b>	
Trunk aft ... ..			<b>NONE</b>	
" forward ... ..			<b>NONE</b>	
Tonnage opening aft ... ..			<b>NONE</b>	
" " forward ... ..			<b>NONE</b>	
Total ... ..	<b>147.12</b>	<b>147.12</b>		<b>147.12</b>

Standard Height of Superstructure **7.5'**

" " R.Q.D. **✓**

Deduction for complete superstructure **42'**

Percentage covered  $\frac{S}{L} =$

" "  $\frac{S_1}{L} =$

" "  $\frac{E}{L} =$

Percentage from Table, Line A. **15.76%**

(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 = **42' x 15.76% = 6.62'**

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..	<b>57.62</b>	<b>1</b>	<b>57.62</b>	<b>45.75</b>	<b>45.75</b>	<b>1</b>	<b>45.75</b>
$\frac{1}{4}$ L from A.P. ... ..	<b>25.64</b>	<b>4</b>	<b>102.56</b>	<b>20.50</b>	<b>20.50</b>	<b>4</b>	<b>82.00</b>
$\frac{2}{8}$ L " ... ..	<b>6.34</b>	<b>2</b>	<b>12.68</b>	<b>5.38</b>	<b>5.38</b>	<b>2</b>	<b>10.76</b>
Amidships ... ..	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>
$\frac{2}{8}$ L from F.P. ... ..	<b>12.68</b>	<b>2</b>	<b>25.36</b>	<b>6.75</b>	<b>6.75</b>	<b>2</b>	<b>13.50</b>
$\frac{1}{4}$ L " ... ..	<b>51.28</b>	<b>4</b>	<b>205.12</b>	<b>26.75</b>	<b>26.75</b>	<b>4</b>	<b>107.00</b>
F.P. ... ..	<b>115.23</b>	<b>1</b>	<b>115.23</b>	<b>62.00</b>	<b>62.00</b>	<b>1</b>	<b>62.00</b>
Total ... ..			<b>518.57</b>				<b>321.81</b>

Mean actual sheer aft = **59.55**

Mean standard sheer aft = **45.75**

Mean actual sheer forward = **10.76**

Mean standard sheer forward = **10.76**

Length of enclosed superstructure forward of amidships = **Nil**

" " aft of " = **Nil**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{197.56}{18} (.75 - .1545) = +6.54'$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100ft.

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		Correction for coefficient <b>1.36</b>	
Depth to Freeboard Deck = <b>36.14</b>	Ft. <b>EXT.</b>	$\Delta = 18.470$ Tons		<b>757 + 68 = 1437 / 1.36 = 1054.41</b>	
Summer freeboard = <b>9.33</b>		Tons per inch immersion at summer load water line		Depth Correction <b>13.20</b>	
Moulded draught (d) = <b>26.81</b>		T = <b>64.666</b>		Deduction for superstructures <b>6.62</b>	
Keel allowance = <b>0</b>		Deduction = $\frac{\Delta}{40 T}$ inches		Sheer correction <b>6.54</b>	
Extreme draught = <b>0</b>		= <b>7.14</b>		Round of Beam correction <b>1.2</b>	
Deduction for Tropical freeboard and addition for = <b>6.71</b>				Correction for Thickness of Deck amidships <b>1</b>	
Winter freeboard = $\frac{d}{4}$ inches = <b>6.84</b>				Other corrections, scantlings, etc. <b>1</b>	
Addition for Winter North Atlantic Freeboard (if required) = <b>0</b>				Summer Freeboard = <b>112.54</b>	

**R.I. SUMMER FREEBOARD** amidships from Centre of Disc to top of Deck Line, **DOUBLER.**

Tropical Fresh Water Line above Centre of Disc	<b>13.24</b>	Tropical Fresh Water Freeboard	<b>8.24</b>
Fresh Water Line	<b>6.34</b>	Fresh Water	<b>8.24</b>
Tropical Line	<b>6.34</b>	Tropical	<b>8.24</b>
Winter Line below	<b>6.34</b>	Winter	<b>8.24</b>
Winter North Atlantic Line	<b>6.34</b>	Winter North Atlantic	<b>8.24</b>

Re - Assign R.I. Lead Line Markings



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.

- \* Dimensions of superstructures and class of closing appliances of openings in their bulkheads remain as shown on the original report C.11 made during construction at Sunderland.

Trade of ship International Trade

Names of sister ships Unknown

Builder's name and yard number Sir J..Laing & Sons Ltd. -

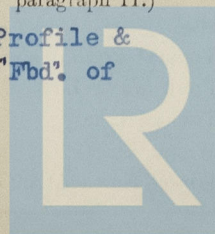
Owners Pacific Ruler Corp. - Panama

Managers: Jason Shipping and Trading Corp. - 52 Broadway - New York 4

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)

Approved plans of "Midship Section" & "Alterations to Profile & Deck" also capacity plan, forwarded with your letter "Fbd" of the 4/9/59 returned herewith.



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