

19 JAN 1951

Index No.
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name T.S.S. "GEMMA"	Official Number 7838	Nationality and Port of Registry VENEZUELAN DUTCH WILLEMSTAD MARACAIBO	Gross Tonnage 12545 (22'-4") To BE ASSIGNED	Date of Build 1949	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 384' 0" Breadth 62' 5" Depth 26' 25" 117' 03" 19' 050" 8' 001"					Date of Survey DURING ALTERATIONS (Nov. 50. To JAN. 51.)
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature W.D. Vinton John. M. Taylor
Coefficient of fineness for use with Tables .807 .820					Particulars of Classification 100A1 "CARRYING PETROLEUM IN BULK" etc.

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	26' 25"	(a) Where D is greater than Table depth		Moulded Breadth (B)	62' 50" 19' 050"
Stringer plate	64"	(D - Table depth) R =	8.33 (8.07 - 7.802) 29.555 = + 53 -/-	Standard Round of Beam = $\frac{B \times 12}{50}$	15" 381 -/-
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed)		Ship's Round of Beam	16" 406 -/-
$T \left(\frac{L-S}{L} \right) =$		(Table depth - D) R =		Difference	25 -/-
Depth for Freeboard (D) =	8' 017	If restricted by superstructures	-	Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{25}{4} \times 7551 = -5 -/-$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed @ CENTRE	75' 0"		8' 0"		
" overhang	70' 3"				
R.Q.D. enclosed					
" overhang					
Aft. Bridge enclosed EQUIV.	19' 468	19' 468	2438	-	19' 468
" overhang aft	168	126		-	126
" overhang forward	9' 068	9' 068	2286	-	9' 068
Fore enclosed	29' 9"		7' 6"		
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	28' 704	28' 662			28' 662

Standard Height of Superstructure **2240 -/-**

" " R.Q.D. **-**

Deduction for complete superstructure **1040 -/-**

Percentage covered $\frac{S}{L} = 24.53$

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

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

Percentage from Table, Line A. TANKER **17.14**

(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 = $1040 \times .1714 = 178 -/-$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate (INS)	Effective Ordinate	S M	Product
A.P.	1229	1	1229	27.50	698	1	698
$\frac{1}{2}L$ from A.P.	546	4	2184	3.00	76	4	304
$\frac{2}{3}L$ "	136.50	2	273	-	-	2	-
Amidships	-	4	-	-	-	4	-
$\frac{2}{3}L$ from F.P.	273	2	546	-	-	2	-
$\frac{1}{2}L$ "	1092	4	4368	1.50	38	4	152
F.P.	2458	1	2458	53.00	1346	1	1346
Total			11058				2500

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{8558 (75-1227)}{18 \cdot 6273} = + 298 -/-$

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **8' 017**

Summer freeboard = **1' 820**

Moulded draught (d) = **6' 197**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **129' 13**

Addition for Winter North Atlantic Freeboard (if required)

required = **129' 13 + 96' 13 = 225' 26**

Deduction for Fresh Water

(P.T.O.)

Displacement in salt water at summer load water line

$\Delta = 11375$

Tons per inch immersion at summer load water line

$T = 51.0$

Deduction = $\frac{\Delta}{40 T}$ inches

= **5.58**

= **14**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
53	
	178
298	
	5
351	183

Summer Freeboard = **1818**

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

Tropical Fresh Water Line above Centre of Disc **27**

Fresh Water Line " **14**

Tropical Line " **13**

Winter Line below " **NOT ASSIGNED**

Winter North Atlantic Line " **NOT ASSIGNED**

Tropical Fresh Water Freeboard **10 1/2**

Fresh Water " **5 1/2**

Tropical " **5**

Winter " **NOT ASSIGNED**

Winter North Atlantic " **NOT ASSIGNED**

182

53

68

69

NOT ASSIGNED

NOT ASSIGNED

51 11 3/4

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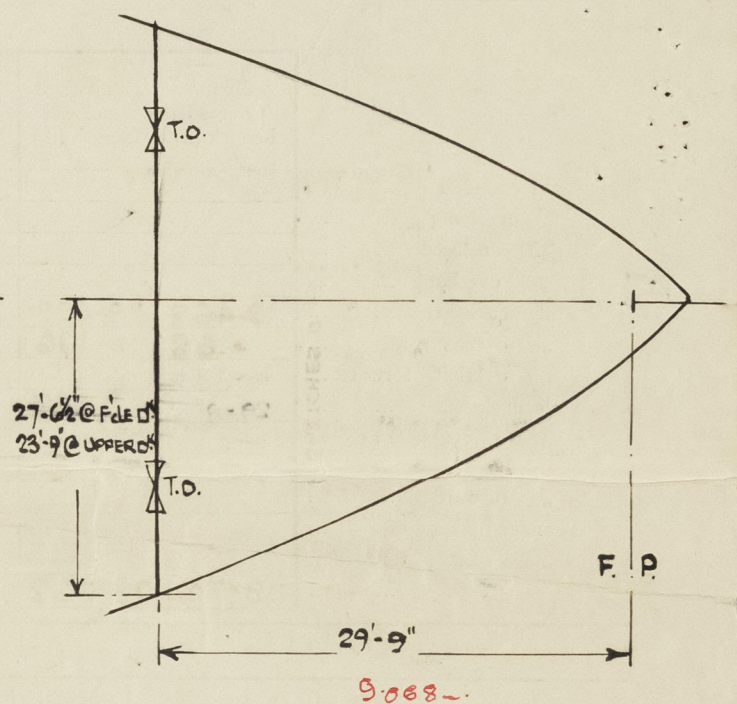
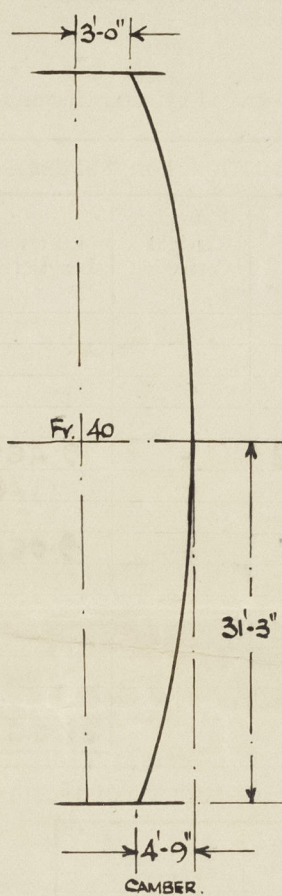
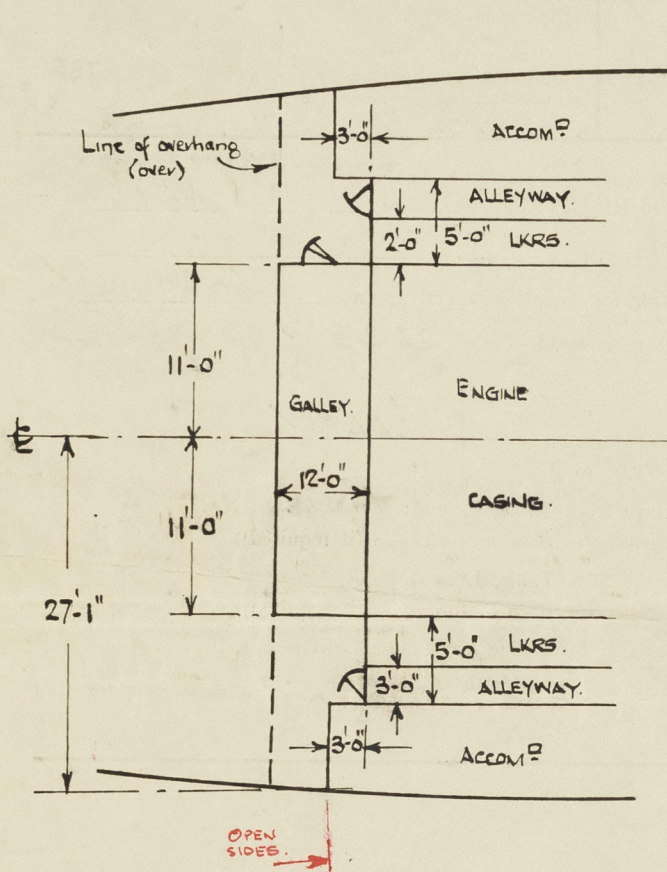
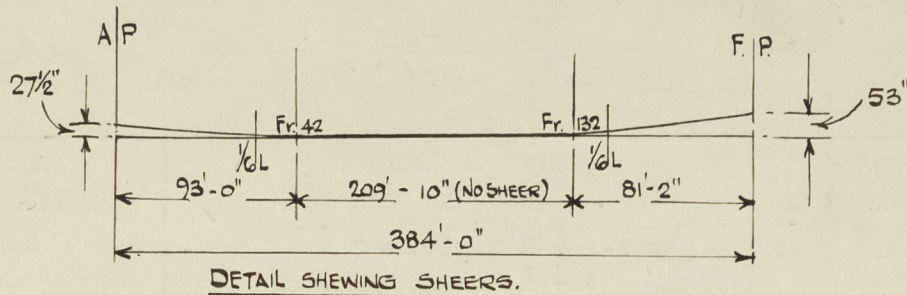
51 6 3/4

51 6 3/4

T.S.S. Gemma.

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.

DISPLACEMENT AT L.W.L. 20'-4" = 11,375.
TONS PER INCH. " " " = 51.0.



PLAN VIEW OF AFTER END OF POOP DECKHOUSE.

POOP FRONT CAMBER

PLAN VIEW OF FILE DECK

$$\begin{aligned}
 \text{Length of Poop at side} &= 70.25 \\
 &- 9.00 \\
 &= 61.25 \\
 + \frac{2}{3} \times 4.75 &= 3.17 \\
 &= 64.42 \\
 - 5.0 \times 3 / 27.08 &= .55 \\
 &= 63.87 \text{ . Rajin End. }
 \end{aligned}$$

0.4 ft. = 19.468

Trade of ship INTERNATIONAL CARRYING PETROLEUM IN BULK

Names of sister ships

Builder's name and yard number MESSRS J. L. THOMPSON & SONS LTD SUNDERLAND. YARD N° 663.

Owners N.Y. CURACAO SCHEERVAART MAATSCHAPPIJ, THE HAGUE, HOLLAND.

Fee £



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