

CLOSED SUBTERR DECK

Received
Index No.
Govt. Copy
Owners C11

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
SOUTH AMERICA Ex RIO TEUSO		LIBERIAN MONROVIA		1947

Port of Survey	Date of Survey	Surveyor's Signature	Particulars of Classification
LONDON H.A.	6.1.66		+ 100 M With freeboard

Moulded Dimensions: Length	Breadth	Depth	Freeboard Length	Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)	Coefficient of fineness for use with Tables
422.04'	56.67'	36.88'	422.50' To G OF RUDDER STOCK		755

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	... 36.88	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	56.67
Stringer plate	... 62 ... 05	(36.93-28.17) 3 = + 26.28"		Standard Round of Beam = $\frac{B \times 12}{50}$	= 13.60
Wood Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	= 14.00
T $\left(\frac{L-S}{L}\right) =$				Difference	40
Depth for Freeboard (D) =	36.93			Restricted to	4/4 x .9281
		If restricted by superstructures		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$	= -0.09"

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	30.38	30.38	7.5	-	30.38
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	30.38	30.38			30.38

Standard Height of Superstructure 7.5

" " R.Q.D. -

Deduction for complete superstructure 42.0"

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

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

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

Percentage from Table A. 3.60

~~(corrected for absence of forecastle (if required))~~

~~Percentage from Table B.~~

~~(corrected for absence of forecastle (if required))~~

~~Interpolation for bridge less than $2L$ (if required)~~

Deduction = $42.0" \times .0360 = -1.51"$

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	52.25	1	52.25	62.00	62.00	1	62.00
$\frac{1}{2}$ L from A.P. ...	23.25	4	93.00	27.37	27.37	4	109.48
$\frac{2}{3}$ L " ...	5.75	2	11.50	7.38	7.38	2	14.76
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{3}$ L from F.P. ...	11.50	2	23.00	13.50	13.50	2	27.00
$\frac{1}{2}$ L " ...	46.51	4	186.04	53.50	53.50	4	214.00
F.P. ...	104.50	1	104.50	121.61	121.61	1	121.61
Total ...			470.29				548.85

Mean actual sheer aft
Mean standard sheer aft =

Mean actual sheer forward
Mean standard sheer forward =

Length of enclosed superstructure
L forward of amidships =

“ “ aft of “ =

EXCESS

NIL

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{78.56}{18} \left(\frac{.75 - .036}{2 \times 14} \right) = -3.12"$ BUT NO ALLOWANCE
If limited on account of midship superstructure. YES NIL = 4.364
If limited to maximum allowance of 1½ ins. per 100ft. 1.78

$78.58 + (.15 \times 11.86)$
TABULAR FREEBOARD corrected for Flush Deck (if required)
 \rightarrow PARTIAL
 Correction for coefficient $\frac{.755 + .68}{1.36} = 1.0552$

Displacement in salt water at
summer load water line
✓ $\Delta =$
Tons per inch immersion at
summer load water line
T =
Deduction = $\frac{\Delta}{40 T}$ inches ✓
= $7\frac{1}{4}''$ ✓

Depth Correction	26.28	-
Deduction for superstructures	-	1.51
Sheer correction	-	-
Round of Beam correction	-	.09
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc. To...	14.77	-
CORRESPOND TO A S. M DRAUGHT OF				41.05	1.60
26.58					

Summer Freeboard = $124.25 = 10' - 4\frac{1}{2}"$

Tropical Fresh Water Line	above	Centre of Disc	14"	...	✓
Fresh Water Line	"	"	7 1/4"	...	✓
Tropical Line	"	"	6 3/4"	...	✓
Winter Line	below	"	6 3/4"	...	✓
Winter North Atlantic Line	"	"	—	...	✓

Tropical Fresh Water Freeboard
Fresh Water
Tropical
Winter
Winter North Atlantic

3m,3,64. T. FOR CHAIRMAN
CLASSN. CTTEE.

004170-004176-0034