

23 MAR 1953

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Index No.
(For London Office only.)

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name GAHESELLA	Official Number 6740	Nationality and Port of Registry DUTCH WILLEMSTAD VENEZUELAN MARACAIBO.	Gross Tonnage TO BE ASSIGNED	Date of Build 1946	Port of Survey CURACAO N.A.
Moulded Dimensions: Length 117.03m Breadth 19.05m Depth 8.001m					Date of Survey DURING ALTERATIONS
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 12545 tons					Surveyor's Signature C. J. J. J. J.
Coefficient of fineness for use with Tables .820					Particulars of Classification 100 A1 "CARRYING" PETROLEUM IN RUPT

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 8.001	(a) Where D is greater than Table depth (D-Table depth) R = 8.33(8.017-7.802)29.553 = +532	Moulded Breadth (B) 19.050
Stringer plate 16	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 381
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 406
Depth for Freeboard (D) = 8.017		Difference 25
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{25^2}{4} \times \frac{7.553}{19.050} = -532$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed RECENT	22.85				
" overhang					
R.Q.D. enclosed					
" overhang					
Aft Bridge enclosed EQU.	19.468	19.468	2.438		19.468
" overhang aft168	.126			.126
" overhang forward					
Fore enclosed	9.068	9.068			9.068
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	28.704	28.662			28.662

Standard Height of Superstructure **22.40m**

" " R.Q.D. **10.40m**

Deduction for complete superstructure **10.40m**

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

" " $\frac{S_1}{L} =$ **24.49**

" " $\frac{E}{L} =$ **17.14**

Percentage from Table, Line A. **TANKER** (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 = **10.40 X 17.14 = 1.78m**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	1229	1	1229		698	1	698
$\frac{1}{4}$ L from A.P.	546	4	2184		76	4	304
$\frac{3}{4}$ L "	136.5	2	273			2	
Amidships		4				4	
$\frac{3}{4}$ L from F.P.	273	2	546			2	
$\frac{1}{4}$ L "	1092	4	4368		38	4	152
F.P.	2458	1	2458		1346	1	1346
Total			11058				2500

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8558}{18} \left(.75 - \frac{1227}{6223} \right) = +298 \text{ mm.}$

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.

Ft.

Depth to Freeboard Deck = **8.017**

Summer freeboard = **1.816**

Moulded draught (d) = **6.201**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48} \text{ inches} = 129 \text{ mm} = 5"$

Addition for Winter North Atlantic Freeboard (if required) = **129 + 96 = 225 = 23 cm = 9 3/4"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ **11375**

Tons per inch immersion at summer load water line

T = **51.0**

Deduction = $\frac{\Delta}{40 \text{ T inches}} =$ **5.58 = 5 1/2"**

14 cm

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **.68 + .820 = 1.50**

1496 mm

1650 mm

	+	-
Depth Correction	53	
Deduction for superstructures		178
Sheer correction	298	
Round of Beam correction		5
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	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 cm 10 3/4"**

Fresh Water Line " **14 cm 5 1/2"**

Tropical Line " **13 cm 5"**

Winter Line below " **NOT ASSIGNED**

Winter North Atlantic Line " **"**

Tropical Fresh Water Freeboard **152 cm 5 11/16"**

Fresh Water " **148 cm 5 6/16"**

Tropical " **169 cm 5 6/16"**

Winter " **NOT ASSIGNED**

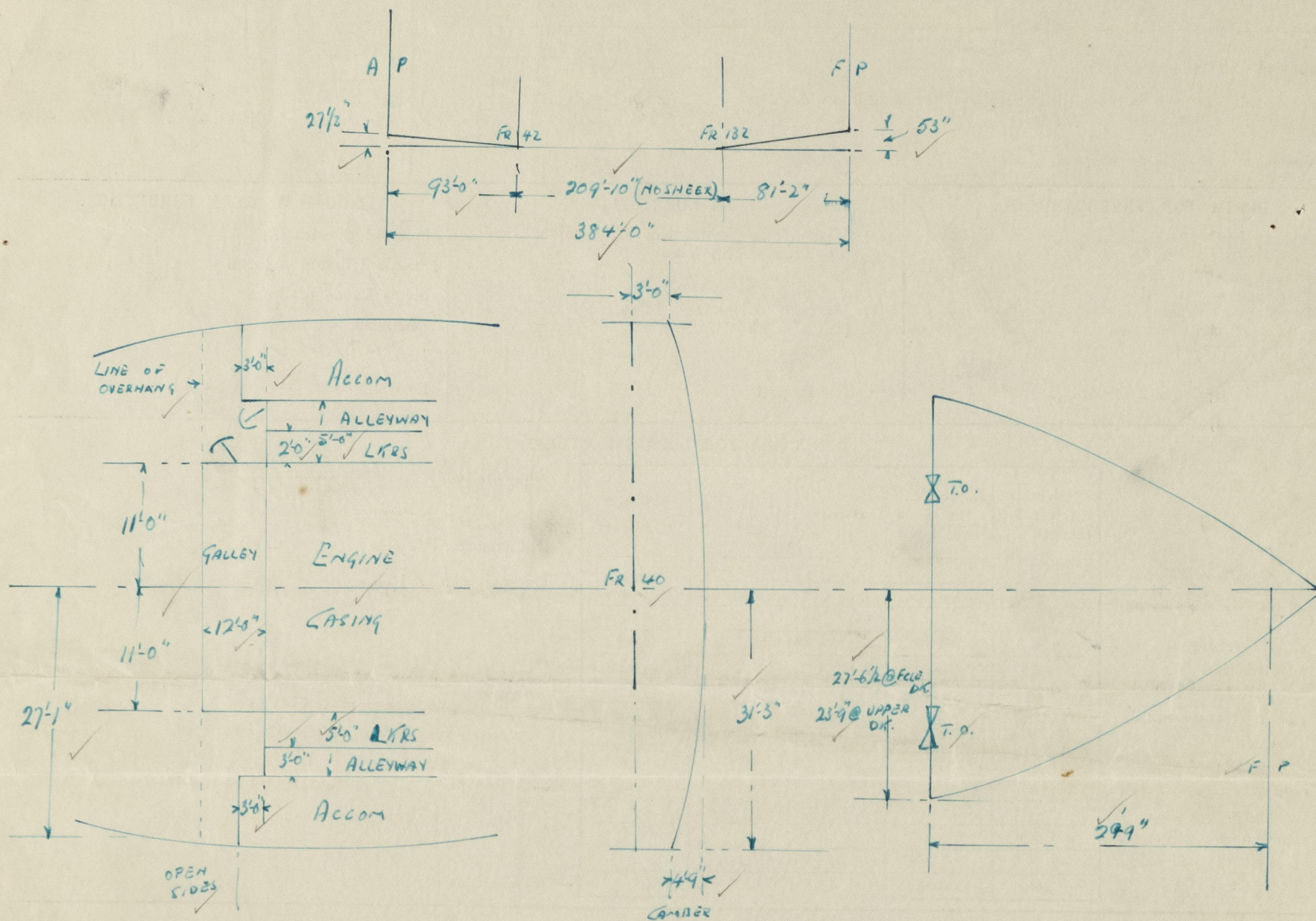
Winter North Atlantic " **"**

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004364-004368-0207

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" = 11375 ✓
TONS PER INCH - - - - = 51.0 ✓



PLAN VIEW OF AFTER END OF POOP DECKHOUSE

POOP FRONT CAMBER

PLAN VIEW OF FORE DECK

$$\begin{aligned} \text{Length of poop at side} &= \frac{40.21}{9.00} = 4.47 \checkmark \\ + \frac{2}{3} \times 4.75 &= 3.17 \checkmark \\ &= \frac{7.64}{64.42} \checkmark \\ - 5.0 \times \frac{3}{27.98} &= .55 \checkmark \\ &= \frac{.55}{63.87} \checkmark \end{aligned}$$

Trade of ship INTERNATIONAL CARRYING PETROLEUM IN BULK

Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ _____



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