

SISTER VESSEL  
"LAURA" 40173.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. 40175  
(For London Office only).

20 MAY 1949

Ship's Name <u>"Linda"</u> <u>ex L.S.T. 200</u>	Official Number	Nationality and Port of Registry <u>Venezuelan</u> <u>Maracaibo</u> <u>(intended)</u>	Gross Tonnage	Date of Build <u>1943</u>	Port of Survey <u>New York</u>
Moulded Dimensions: Length <u>309.0</u> ✓ Breadth <u>50.0</u> ✓ Depth <u>25.02</u> ✓	Moulded displacement at moulded draught = 85 per cent. of moulded depth: <u>8100</u> ✓ tons				Date of Survey <u>7<sup>th</sup> Jan. 1949</u>
Coefficient of fineness for use with Tables: <u>.863</u> ✓				Surveyor's Signature <u>J. Load</u>	
Depth for Freeboard (D). Moulded depth ... <u>25.02</u> Stringer plate ... <u>3/8</u> ... <u>.03</u> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>25.05</u> ✓			Depth correction. (a) Where D is greater than Table depth (D-Table depth) R= <u>(25.05 - 20.00) 2.377 = +10.558</u> (b) Where D is less than Table depth (if allowed) (Table depth-D) R= If restricted by superstructures		Particulars of Classification <u>A1</u> <u>For service between Curacao and Maracaibo Gulf and Lakes with freeboard.</u>
Round of Beam correction. Moulded Breadth (B) <u>50.0</u> ✓ Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>12.00</u> ✓ Ship's Round of Beam = <u>nil</u> ✓ Difference = <u>-12.00</u> ✓ Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{12.00}{4} =$ <u>+3.00</u> ✓					

### DEDUCTION FOR SUPERSTRUCTURES.

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

*No superstructures*

Standard Height of Superstructure \_\_\_\_\_

" " R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

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

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

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

Percentage from Table, Line A.  
(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 = Nil ✓

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>40.90</u>	1	<u>40.90</u>	<u>34.75</u> ✓	<u>40.90</u> ✓	1	<u>40.90</u> ✓
1/4L from A.P. ...	<u>18.20</u>	4	<u>72.80</u>	<u>24.88</u> ✓	<u>18.20</u> ✓	4	<u>72.80</u> ✓
1/4L " ...	<u>4.50</u>	2	<u>9.00</u>	<u>12.75</u> ✓	<u>4.50</u> ✓	2	<u>9.00</u> ✓
Amidships ...	—	4	—	—	—	4	—
1/4L from F.P. ...	<u>9.00</u>	2	<u>18.00</u>	<u>-12.13</u> ✓	<u>-12.13</u> ✓	2	<u>-24.26</u> ✓
1/4L " ...	<u>36.40</u>	4	<u>145.60</u>	<u>-12.63</u> ✓	<u>-12.63</u> ✓	4	<u>-50.52</u> ✓
F.P. ...	<u>81.80</u>	1	<u>81.80</u>	<u>58.13</u> ✓	<u>58.13</u> ✓	1	<u>58.13</u> ✓
Total ...			<u>368.10</u>				<u>106.05</u> ✓

Mean actual sheer aft = Excess ✓  
Mean standard sheer aft = \_\_\_\_\_

Mean actual sheer forward = Deficient ✓  
Mean standard sheer forward = \_\_\_\_\_

Length of enclosed superstructure forward of amidships = \_\_\_\_\_ } Flush  
" " aft of " = \_\_\_\_\_ } deck.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{262.05}{18} \times .75 =$  +10.92 ✓  
If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<u>50.28</u>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient. $\frac{863 + .68}{1.36} = 1.543$	<u>57.04</u>
Depth to Freeboard Deck = <u>25.05</u> ✓	Δ =	Depth Correction ...	<u>10.558</u>
Summer freeboard = <u>9.54</u> ✓	Tons per inch immersion at summer load water line	Deduction for superstructures ...	—
Moulded draught (d) = <u>15.51</u> ✓	T =	Sheer correction ...	<u>10.92</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>4"</u> ✓	Deduction = $\frac{\Delta}{40T}$ inches = <u>4 1/4"</u> ✓	Round of Beam correction ...	<u>3.00</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>Not assigned</u>		Correction for Thickness of Deck amidships ...	—
		Other corrections, scantlings, etc. <u>compendious to a moulded summer draught of 15'6"</u>	<u>32.94</u>
			<u>57.468</u>
			Summer Freeboard = <u>114.50</u> ✓

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—		
Tropical Fresh Water Line above Centre of Disc ... <u>8 1/4"</u>	Tropical Fresh Water Freeboard ...	<u>8' - 10 1/4"</u>
Fresh Water Line " " ... <u>4 1/4"</u>	Fresh Water " " ...	<u>9' - 2 1/4"</u>
Tropical Line " " ... <u>4"</u>	Tropical " " ...	<u>9' - 2 1/4"</u>
Winter Line below " " ... <u>Not assigned</u>	Winter " " ...	<u>Not assigned</u>
Winter North Atlantic Line " " ... <u>Not assigned</u>	Winter North Atlantic " " ...	<u>Not assigned</u>

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.

Trade of ship *For service between Curacao and Maracaibo Gulf and Lakes.*

Names of sister ships *'Lidia', 'Leoni', 'Luica', 'Laura', 'Luiza'*

Builder's name and yard number *Chicago Bridge & Ironworks.*

Owners *Shell Caribbean Petroleum Co*

Fee *8/100 -*

*D*



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