

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

 Index No. 35864  
 (For London Office only).

Ship's Name <b>POZA RICA</b>	Official Number -	Nationality and Port of Registry <b>Italian</b>	Gross Tonnage <b>7599</b>	Date of Build <b>1940</b>	Port of Survey <b>Baltimore, Md.</b>
Moulded Dimensions: Length <b>434.72'</b> Breadth <b>62.83'</b> Depth <b>31.86'</b>					Date of Survey <b>1st Sept., 1944 and subsequent dates</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth at <b>27.8' = 16189</b> tons T/I at 26' = 56.5 tons T/I at 27' = 56.95 tons					Surveyor's Signature <i>J. Buchanan</i>
Coefficient of fineness for use with Tables <b>.766</b>					Particulars of Classification <b>100 A1 Contemplated Carrying petroleum in bulk.</b>

Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth ... ..	<b>31.86</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(31.92 - 28.98) 3 = + 8.82</b>		Moulded Breadth (B)	<b>62.83</b>
Stringer plate ... ..	<b>.06</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>15.12</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	-			Ship's Round of Beam	<b>15.60</b>
Depth for Freeboard (D) =	<b>31.92</b>	If restricted by superstructures		Difference	<b>.48</b>
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>= -.07</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<b>108.28</b>	<b>108.18</b>	<b>7.5</b>	-	<b>108.18</b>	Standard Height of Superstructure <b>7.5'</b>
„ overhang ... ..	<b>2.75</b>	<b>.02</b>			<b>.02</b>	R.Q.D. <b>✓</b>
R.Q.D. enclosed ... ..	-	-	-	-	-	Deduction for complete superstructure <b>42</b>
„ overhang ... ..	<b>.9</b>	-	-	-	-	Percentage covered $\frac{S}{L} =$ <b>45.68</b>
Bridge enclosed ... ..	<b>40.38</b>	<b>40.39</b>	<b>8.0</b>	-	<b>40.39</b>	$\frac{S_1}{L} =$ <b>45.57</b>
„ overhang aft ... ..	<b>3.88</b>	<b>1.50</b>	-	-	<b>1.50</b>	$\frac{E}{L} =$ <b>45.57</b>
„ overhang forward ... ..	<b>4.56</b>	-	-	-	-	Percentage from Table, Line A. <b>Tanker 36.57</b>
Fore enclosed ... ..	<b>48.00</b>	<b>48.00</b>	<b>7.5</b>	-	<b>48.00</b>	(corrected for absence of forecastle (if required))
„ overhang ... ..	-	-	-	-	-	Percentage from Table, Line B. <b>✓</b>
Trunk aft ... ..	-	-	-	-	-	(corrected for absence of forecastle (if required))
„ forward ... ..	-	-	-	-	-	Interpolation for bridge less than 2L (if required)
Tonnage opening aft ... ..	-	-	-	-	-	Deduction = <b>42 x 36.57 = - 15.36</b>
„ „ forward ... ..	-	-	-	-	-	
Total ... ..	<b>198.60</b>	<b>198.09</b>			<b>198.09</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>53.47</b>	1		<b>53.47</b>	<b>50.50</b>	<b>50.50</b>	1		<b>50.50</b>
$\frac{1}{2}L$ from A.P. ... ..	<b>23.79</b>	4		<b>95.16</b>	<b>21.00</b>	<b>21.00</b>	4		<b>84.00</b>
$\frac{3}{4}L$ „ ... ..	<b>5.88</b>	2		<b>11.76</b>	<b>5.00</b>	<b>5.00</b>	2		<b>10.00</b>
Amidships ... ..	-	4		-	-	-	4		-
$\frac{3}{4}L$ from F.P. ... ..	<b>11.76</b>	2		<b>23.52</b>	<b>18.00</b>	<b>18.00</b>	2		<b>36.00</b>
$\frac{1}{2}L$ „ ... ..	<b>47.59</b>	4		<b>190.36</b>	<b>50.50</b>	<b>50.50</b>	4		<b>202.00</b>
F.P. ... ..	<b>106.94</b>	1		<b>106.94</b>	<b>120.00</b>	<b>120.00</b>	1		<b>120.00</b>
Total ... ..				<b>481.21</b>					<b>502.50</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{21.29}{18} (.75 - .2284) = -.62$

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Fresh Deck (if required)	<b>71.13</b>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.766 + .68}{1.36} = \frac{1.446}{1.36}$	<b>75.64</b>
Depth to Freeboard Deck = <b>31.92</b>	$\Delta =$	Depth Correction ... ..	<b>8.82</b>
Summer freeboard = <b>5.70</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..	<b>15.36</b>
Moulded draught (d) = <b>26.22</b>	T = <b>56.65</b>	Sheer correction ... ..	<b>.62</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.55</b>	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction ... ..	<b>.07</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>6.55 + 4.35 = 10.90</b>	<b>178</b> as previously assigned by R.I.	Correction for Thickness of Deck amidships ... ..	-
<b>= 277</b>		Other corrections, scantlings, etc. ... ..	-
		Summer Freeboard = <b>68.41</b>	<b>27.2.45</b>

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

Tropical Fresh Water Line above Centre of Disc ... ..	<b>344</b>	Tropical Fresh Water Freeboard ... ..	<b>1394</b>
Fresh Water Line ... ..	<b>178</b>	Fresh Water ... ..	<b>1560</b>
Tropical Line ... ..	<b>166</b>	Tropical ... ..	<b>1572</b>
Winter Line below ... ..	<b>166</b>	Winter ... ..	<b>1904</b>
Winter North Atlantic Line ... ..	<b>277</b>	Winter North Atlantic ... ..	<b>2015</b>



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.

Poop

$$15.33 \times \frac{2}{3} = \frac{97.96}{108.18}$$

$$\text{Overhang} \quad 10.25 - 10.22 = .03$$

Bridge

$$7.08 \times \frac{2}{3} = \frac{35.67}{40.39}$$

Overhang fwd. Nil

Overhang aft 2.00

Trade of ship Carriage of Petroleum in bulk.

Names of sister ships -

Builder's name and yard number Ansaldo S.A., Genoa, No. 335

Owners Italian - Managers Anglo Saxon Oil Co., London

Fee £ \$100.00

Exs. 17.75



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