

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

URGENT
San Vito
37092

Ship's Name "SAN VITO"	Official Number 169,692	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 8163.07	Date of Build 1943	Port of Survey GLASGOW
Moulded Dimensions: Length 460.64 Breadth 61.0 Depth 33.25					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17,680 tons					Surveyor's Signature H. J. Pyle
Coefficient of fineness for use with Tables .779					Particulars of Classification 100A1 "CARRYING PETROLEUM IN BULK" [CONTEMPLATED]

Depth for Freeboard (D). Moulded depth ... 33.3 ... 33.25 Stringer plate78062 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 33.31	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R = $(33.31 - 30.71) 3 = +7.80$ 2.60 (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 61.0 Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.64 Ship's Round of Beam = 15 Difference .36 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.36}{4} \times .5866 = -.05$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equival</i>	97.90	97.90	7'-6"	-	97.90
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang					
Bridge enclosed <i>Equival</i>	47.44	47.44	7'-6"	-	47.44
„ overhang aft ...					
„ overhang forward					
F'cle enclosed ...	45.08	45.08	7'-6"	-	45.08
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward					
Total ...	190.42	190.42			190.42

Standard Height of Superstructure 7.5'	
„ „ R.Q.D. -	
Deduction for complete superstructure 42	
Percentage covered $\frac{S}{L} =$	
„ „ $\frac{S_1}{L} =$	41.34
„ „ $\frac{E}{L} =$	
Percentage from Table, Line A. Tanker 32.34	
(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 = 42 x .3234 = -13.58	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.06	1		56.06	60.32	60.32	1		60.32
$\frac{1}{2}$ L from A.P. ...	24.95	4		99.80	26.85	26.85	4		107.40
$\frac{3}{8}$ L „ ...	6.17	2		12.34	6.70	6.70	2		13.40
Amidships ...	-	4		-	-	-	4		-
$\frac{3}{8}$ L from F.P. ...	12.33	2		24.66	12.55	12.55	2		25.10
$\frac{1}{2}$ L „ ...	49.90	4		199.60	50.64	50.64	4		202.56
F.P. ...	112.13	1		112.13	114	114.00	1		114.00
Total ...				504.59					522.78

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{18.19}{18} (.75 - .2067) = -.55$
If limited on account of midship superstructure. **✓**

Mean actual sheer aft =
Mean standard sheer aft = } *same*
Mean actual sheer forward =
Mean standard sheer forward = }
Length of enclosed superstructure forward of amidships =
„ „ aft of „ = } *Tanker*

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Ft.
Depth to Freeboard Deck = **33.31**
Summer freeboard = **6.44**
Moulded draught (d) = **26.87**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **6.72 = 6 $\frac{3}{4}$**
Addition for Winter North Atlantic Freeboard (if required) = **6.72 + 4.61 = 11.33 = 11 $\frac{1}{4}$**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 16820$
Tons per inch immersion at summer load water line
T = **58.01**

Deduction = $\frac{\Delta}{40T}$ inches
= **7.25**
= **7 $\frac{1}{4}$**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.779 + .68}{1.36} = \frac{1.459}{1.36}$

	+	-
Depth Correction ...	7.80	
Deduction for superstructures ...		13.58
Sheer correction55
Round of Beam correction05
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
	7.80	14.18

Summer Freeboard = **77.15**

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

Tropical Fresh Water Line above Centre of Disc ...	14'	Tropical Fresh Water Freeboard ...	6'-5 $\frac{1}{4}$
Fresh Water Line „ „ ...	7 $\frac{1}{4}$	Fresh Water „ „ ...	5'-10
Tropical Line „ „ ...	6 $\frac{3}{4}$	Tropical „ „ ...	5'-10 $\frac{1}{2}$
Winter Line below „ „ ...	6 $\frac{3}{4}$	Winter „ „ ...	7'-0
Winter North Atlantic Line „ „ ...	11 $\frac{1}{4}$	Winter North Atlantic „ „ ...	7'-4 $\frac{1}{2}$

"SAN VITO"

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.

$$\begin{array}{r} \text{Port} \\ 4.12 \times 2\frac{2}{3} = \frac{95.15}{2.75} \\ \hline 97.90 \end{array}$$

$$\begin{array}{r} \text{Bridge} \\ 4.67 \times 2\frac{2}{3} = \frac{44.33}{3.11} \\ \hline 47.11 \end{array}$$

EXTERNAL DISPLACEMENT AT 27'-0" DRAFT = 16,791 TONS TONS PER INCH 58.01.
" " 28'-0" " = 17,490 " " 58.43.

MIDSHIP SECTION, SCANTLINGS IN WAY OF OIL TANKS & RUDDER PLAN ARE ENCLOSED HEREWITH.
FREEBOARD REQUEST FORM IS ENCLOSED HEREWITH.
OWNERS REQUEST CERTIFICATES ENDORSED FOR DEEPER LOADING.

Trade of ship INTERNATIONAL

Names of sister ships "SAN VULFRANO" (HARLAND & WOLFF'S N° 11639) (GLS RPT N° 66419)

Builder's name and yard number HARLAND & WOLFF LTD YARD N° 11839.

Owners THE EAGLE OIL & SHIPPING CO LTD

Fee £ 19-0-0.



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Foundation