

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"ISOCARDIA"</b>	Official Number	Nationality and Port of Registry <b>FRENCH LE HAVRE</b>	Gross Tonnage	Date of Build <b>1955</b>	Port of Survey <b>ST. NAZAIRE (NANTES)</b>
Moulded Dimensions: Length <b>193<sup>7</sup>/<sub>8</sub> 870</b> Breadth <b>25<sup>7</sup>/<sub>8</sub> 680</b> Depth <b>14<sup>7</sup>/<sub>8</sub> 100</b> (CP of RUDDER STOCK)					Date of Survey <b>WHILE BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>48,085</b> METRIC tons					Surveyor's Signature <b>J. M. Bell</b>
Coefficient of fineness for use with Tables					Particulars of Classification <b>+100 A1 "CARRYING PETROLEUM IN BULK"</b>

<b>DEPTH FOR FREEBOARD (D).</b>	<b>DEPTH CORRECTION.</b>	<b>ROUND OF BEAM CORRECTION.</b>
Moulded depth ... .. <b>14.100</b>	(a) Where D is greater than Table depth (D—Table depth) R =	Moulded Breadth (B) <b>25.680</b>
Stringer plate ... .. <b>.031</b>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck <b>✓</b>	If restricted by superstructures	Ship's Round of Beam = <b>.533</b>
$T \left( \frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = <b>14.131</b>		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

<b>DEDUCTION FOR SUPERSTRUCTURES.</b>					
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <b>AT SIDE</b>	<b>38.240</b>		<b>2440</b>		
" overhang <b>CR.</b>	<b>40.440</b>		<b>2440</b>		
R.Q.D. enclosed ... .. <b>✓</b>					
" overhang ... .. <b>✓</b>					
Bridge enclosed ... ..			<b>2286</b>		
" overhang aft ... .. <b>3124</b>			<b>2286</b>		
" overhang forward ... .. <b>✓</b>					
F'cle enclosed <b>SEE OVER</b>			<b>2286</b>		
" overhang ... ..					
Trunk aft ... .. <b>✓</b>					
" forward ... .. <b>✓</b>					
Tonnage opening aft ... .. <b>✓</b>					
" " forward ... .. <b>✓</b>					
Total ... ..					

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 =	

<b>SHEER CORRECTION.</b>							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1		<b>416</b>		1	
$\frac{1}{8}L$ from A.P. ... ..		4		<b>63</b>		4	
$\frac{2}{8}L$ " ... ..		2		<b>.</b>		2	
Amidships ... ..		4		<b>.</b>		4	
$\frac{3}{8}L$ from F.P. ... ..		2		<b>.</b>		2	
$\frac{4}{8}L$ " ... ..		4		<b>51</b>		4	
F.P. ... ..		1		<b>1737</b>		1	
Total ... ..							

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

If limited on account of midship superstructure.

Mean actual sheer aft =  
Mean standard sheer aft =

Mean actual sheer forward =  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
 $\frac{L}{L}$

" " aft of " =

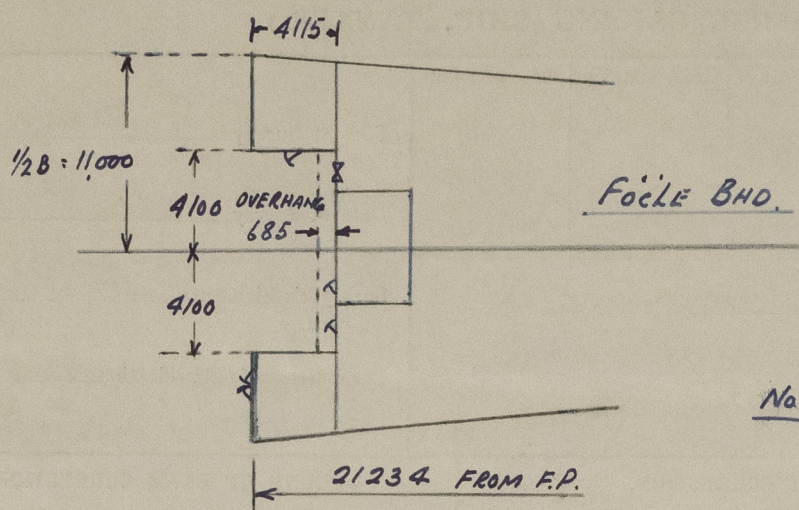
If limited to maximum allowance of 1½ ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
Depth to Freeboard Deck = Ft.	Displacement in salt water at summer load water line	Correction for coefficient
Summer freeboard =	$\Delta =$	Depth Correction ... ..
Moulded draught (d) =	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..
Deduction for Tropical freeboard and addition for	T =	Sheer correction ... ..
Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... ..
Addition for Winter North Atlantic Freeboard (if required)=		Correction for Thickness of Deck amidships ... ..
		Other corrections, scantlings, etc. ... ..
		Summer Freeboard =

<b>SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :—</b>					
Tropical Fresh Water Line above Centre of Disc ... ..		Tropical Fresh Water Freeboard ... ..			
Fresh Water Line " " ... ..		Fresh Water " " ... ..			
Tropical Line " " ... ..		Tropical " " ... ..			
Winter Line below " " ... ..		Winter " " ... ..			
Winter North Atlantic Line " " ... ..		Winter North Atlantic " " ... ..			



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.



NOTE: POOP DK. PARALLEL TO UPPER DK. FROM FOR. BHD. TO FR. 14. SHEER OF POOP DK. FROM FR. 14 TO A.P. = 0° 45'

The following plans are forwarded herewith:

1. Upper Deck and Hold. General Arrangement.
2. Poop, Fore and Bridge Decks " "

Trade of ship TANKER

Names of sister ships "ISANDA" & "ISIDORA" CHANTIER DE PENHOET N°s K15 & P15

Builder's name and yard number SOCIÉTÉ DES CHANTIER ET ATELIERS DE SAINT. NAZAIRE (PENHOET) - N° Q15

Owners SOCIÉTÉ MARITIME SHELL

Fee £ No FEE CHARGED



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