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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

| | | | | | |
|---|-----------------|---|------------------------------|------------------------------|--|
| Ship's Name <i>S/S "HADIOTIS"</i> | Official Number | Nationality and Port of Registry <i>GREEK SYRA</i> | Gross Tonnage <i>7840</i> | Date of Build <i>1945</i> | Port of Survey <i>ROTTERDAM</i> |
| Moulded Dimensions: Length <i>417.73</i> Breadth <i>56.90</i> Depth <i>37.33</i> | | | | | Date of Survey <i>MAY 1950</i> |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>T/L AT 26' = 40.1. AT 27' = 40.05 AT 28' = 40.0</i> | | | | | Surveyor's Signature <i>G. J. de Jong</i> |
| Coefficient of fineness for use with Tables <i>768</i> | | | | | Particulars of Classification <i>100 A1</i> |

DEPTH FOR FREEBOARD (D).

Moulded depth *37.33*
 Stringer plate *.06*
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$ *-*
 Depth for Freeboard (D) = *37.39*

DEPTH CORRECTION.

(a) Where D is greater than Table depth
 $(D - \text{Table depth}) R =$
(37.39 - 27.85) 3 = +28.62"
 (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) *56.90*
 Standard Round of Beam = $\frac{B \times 12}{50} =$ *13.65*
 Ship's Round of Beam *Cgms* = *14.10*
 Difference *.45*
 Restricted to *-*
 Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ *\frac{.45^2}{4} = -.11"*

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | 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 | | | | | |

Standard Height of Superstructure *7.5'*
 " " R.Q.D. *-*
 Deduction for complete superstructure *42'*
 Percentage covered $\frac{S}{L} =$
 " " $\frac{S_1}{L} =$ *N/A*
 " " $\frac{E}{L} =$
 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 = *N/A*

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|--------------------------|-------------------|---|---|---------|-----------------|--------------------|---|---|---------|
| A.P. | 51.77 | 1 | | 51.77 | 54.12 | 54.12 | 1 | | 54.12 |
| $\frac{1}{2}L$ from A.P. | 23.04 | 4 | | 92.16 | 24.00 | 24.00 | 4 | | 96.00 |
| $\frac{2}{3}L$ " | 5.695 | 2 | | 11.39 | 5.00 | 5.00 | 2 | | 10.00 |
| Amidships | - | 4 | | - | - | - | 4 | | - |
| $\frac{2}{3}L$ from F.P. | 11.39 | 2 | | 22.78 | 11.75 | 11.75 | 2 | | 23.50 |
| $\frac{1}{2}L$ " | 46.08 | 4 | | 184.32 | 47.75 | 47.75 | 4 | | 191.00 |
| F.P. | 103.55 | 1 | | 103.55 | 105.37 | 105.37 | 1 | | 105.37 |
| Total | | | | 465.97 | | | | | 479.99 |

Mean actual sheer aft = *7'*
 Mean standard sheer aft = *7'*
 Mean actual sheer forward = *>1*
 Mean standard sheer forward = *>1*

Length of enclosed superstructure forward of amidships = *Plushy*
 " " aft of " = *Rich*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *\frac{14.02}{18} \times .75 = -.58"*
 If limited on account of midship superstructure. *N/A*

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *37.39* Ft.
 Summer freeboard = *9.73*
 Moulded draught (d) = *27.66*
 Deduction for Tropical freeboard and addition for
 Winter freeboard = $\frac{d}{4}$ inches = *6.92 = 7"*
 Addition for Winter North Atlantic Freeboard *required* *N/A*

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ *14246*
 Tons per inch immersion at summer load water line
 $T =$ *40.71*
 Deduction = $\frac{\Delta}{40 T}$ inches
 $=$ *7.31*
 $=$ *7 1/4*

TABULAR FREEBOARD

corrected for Flush Deck (if required)

Correction for coefficient *768 + 68 = 836*
 $\frac{77.07 + 6.27}{136} =$ *1.448/136*

| | + | - |
|--|-------|-----|
| Depth Correction | 28.62 | - |
| Deduction for superstructures | - | - |
| Sheer correction | - | .58 |
| Round of Beam correction | - | .11 |
| Correction for Thickness of Deck amidships | - | - |
| Other corrections, scantlings, etc. | - | - |
| | 28.62 | .69 |

83.34.
88.74.

3.6.50

Summer Freeboard = *116.64*

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

Tropical Fresh Water Line above Centre of Disc *1.4 1/4" = 362 mm*
 Fresh Water Line " " *7 1/4" = 184*
 Tropical Line " " *7 1/4" = 178*
 Winter Line below " " *7 1/4" = 178*
 Winter North Atlantic Line " " *7 1/4" = 178*

Tropical Fresh Water Freeboard *9' - 8 3/4" = 2965 mm*
 Fresh Water *8' - 6 1/2" = 2603*
 Tropical *9' - 1 1/2" = 2781*
 Winter *9' - 1 3/4" = 2787*
 Winter North Atlantic *10' - 3 3/4" = 3143*

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 OCEAN GOING

Names of sister ships LIBERTY SHIPS VASILIOS E. KULUHUNDIS

Builder's name and yard number ST. JOHN'S RIVER SHIPBUILDING CO. JACKSONVILLE FLORIDA

Owners MESSRS. MASSOS STEAM NAVIGATION CO SYRA

Fee 250



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