

AMENDED - NEW VENEZUELAN TABULAR
FREEBOARDS IN CONJUNCTION WITH
SERVICE LIMITATION TO COASTAL VOYAGES ONLY.

Rpt. C.11 (Comp.)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING
SURVEYS FOR FREEBOARD
(COMPUTATION FOR ~~STEAMER~~, ~~SAILING SHIP~~, TANKER)

Received
Index No.
Govt. Copy
Owners C11

Ship's Name "SHELL MANAURE"	Official Number	Nationality and Port of Registry VENEZUELAN MARACAIBO.	Gross Tonnage 6300	Date of Build 1951-12	Port at Survey LONDON H.Q.
Moulded Dimensions: Length 19.053 Breadth 6.552 Depth 6.552 Freeboard Length 123.994 m. To C.L. of RUDDER STOCK. Moulded displacement at moulded draught = 85 per cent. of moulded depth 10783 m³ (excluding bossing) Coefficient of fineness for use with Tables .870					Date of Survey 31. 8. 64.
Surveyor's Signature					Particulars of Classification + 100. A.1. OIL TANKER (U. S. COASTWISE AND/OR INTERCOASTAL SERVICE)

DEPTH FOR FREEBOARD (D). Moulded depth ... 6.552 Stringer plate014 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 6.566	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 8.33 (8.766 - 6.566) 30 = -4257 If restricted by superstructures No	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 19.053 Standard Round of Beam = $\frac{B}{50} =$ 381 Ship's Round of Beam = 406 Difference 25 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S}{L} \right) = \frac{25}{4} \times .24665 = 2 \text{ m.}$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	30.022	30.022	2.29	-	30.022
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...	13.714	13.714	2.29	-	13.714
" overhang ...					
Trunk aft ...	-	49.688	2.29	-	49.688
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	43.736	93.424			93.424

Standard Height of Superstructure **2.290 m.**

" " R.Q.D. **-**

Deduction for complete superstructure **1067 m**

Percentage covered $\frac{S}{L} =$ **35.27**

" " $\frac{S_1}{L} =$ **75.34**
" " $\frac{E}{L} =$

Percentage from Table, Line A **TANKER** **69.57**

(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 = **1067 x .6957 = -742 m**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1287	1	1287	686	686	1	686
$\frac{1}{2}$ L from A.P. ...	572	4	2288	64	64	4	256
$\frac{2}{2}$ L " ...	143	2	286	0	0	2	0
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{2}$ L from F.P. ...	286	2	572	0	0	2	0
$\frac{1}{2}$ L " ...	1144	4	4576	25	25	4	100
F.P. ...	2574	1	2574	1320	1320	1	1320
Total ...			11583				2362

Mean actual sheer aft =
Mean standard sheer aft =

DEFICIENT

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " = **TANKER.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{9221}{18} \times (.75 - .1764) = +294 \text{ m.}$

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **6.566**
Summer freeboard = **.798**
Moulded draught (d) = **8.768**
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48} \text{ inches} =$ **120 m/m**

Addition for Winter North Atlantic Freeboard (if required) = **120 + 102 = 222 m/m**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ **11364**
Tons per inch immersion at summer load water line
T = **54.01**

Deduction = $\frac{\Delta}{40 T} \text{ inches} =$ **134 m/m**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.870 + .68}{1.36} =$ **1.10294**

Depth Correction ... **425**
Deduction for superstructures ... **742**
Sheer correction ... **294**
Round of Beam correction ... **2**
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

294 1169 - 875
Summer Freeboard = **798**

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

Tropical Fresh Water Line above Centre of Disc **254 m**
Fresh Water Line " **134 m**
Tropical Line " **120 m**
Winter Line below " **120 m**
Winter North Atlantic Line " **Not required**

Tropical Fresh Water Freeboard **798 m**
Fresh Water **544 m**
Tropical **664 m**
Winter **678 m**
Winter North Atlantic **918 m**
Not required

15 SEP 1964

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.

$$124.960 \text{ m. LENGTH} = 1534 \text{ mm FREEBOARD}$$

$$121.910 \text{ m LENGTH} = 1481 \text{ mm FREEBOARD}$$

$$123.994 = 1481 + \left(\frac{2.084}{3.050} \times 53 \right) = 1517 \text{ mm.}$$

$$\text{T.P. 1" @ } 19.275' = 54.10.$$

$$\text{T.P. 1" @ } 17.275' = 53.57$$

$$\text{T.P. 1" @ } 18.924' = 53.57 + \left(\frac{1.649}{2.0} \times .44 \right) = 54.01$$

$$\Delta @ 18.924' = 10300 + \left(1.649 \times 12 \times 53.79 \right) = 11364$$

Trade of ship.....

Names of sister ships.....

Builder's name and yard number.....

Owners

Fee £.....:

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950", paragraph 11.)



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