

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received **43264**  
 Index No. ....  
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 Owners C11 .....

Ship's Name <b>MARICOPA "ANITSA"</b>	Official Number ✓	Nationality and Port of Registry <b>GREEK</b> <del>NORWEGIAN</del> <b>TONSBERG, PIRAEUS</b>	Gross Tonnage <b>11341.64</b>	Date of Build <b>1953.</b>	Port of Survey <b>SUNDERLAND.</b>
Moulded Dimensions: Length <b>490'0"</b> Breadth <b>69'6"</b> Depth <b>40'6.71"</b>					Date of Survey <b>While building.</b>
Freeboard Length <b>490'6" centre of rudder stock to F.P.</b>					Surveyor's Signature <b>J.S. Milne.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <b>25685</b> tons					Particulars of Classification <b>100A.1.</b>
Coefficient of fineness for use with Tables <b>.765</b>					<b>carrying petroleum in bulk.</b>

DEPTH FOR FREEBOARD (D). <b>40.56</b>		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	<b>40'6.71"</b>	(a) Where D is greater than Table depth (D-Table depth) R =	<b>(40.63 - 32.70) 3 = + 23.79"</b>	Moulded Breadth (B)	<b>69'6"</b>
Stringer plate ...	<b>.82"</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	<b>7.93</b>	Standard Round of Beam = $\frac{B \times 12}{50}$	<b>= 16.7" 16.68</b>
Wood Sheathing on exposed deck	<b>NIL.</b>	If restricted by superstructures		Ship's Round of Beam	<b>= 17.0" 18.12" 17.82</b>
$T \left( \frac{L-S}{L} \right) =$				Difference	<b>1.14</b>
Depth for Freeboard (D) =	<b>40.63</b>			Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>= 1.14 x .6728 = .19"</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <b>EQUIV AT SIDE AT L</b>	<b>104.33</b>	<b>104.33</b>	<b>7'9"</b>	—	<b>104.33</b>
" overhang	<b>3.0</b>				
R.Q.D. enclosed	✓				
" overhang	✓				
Bridge enclosed	✓				
" overhang aft	✓				
" overhang forward	✓				
F'cle enclosed	<b>56.17</b>	<b>56.17</b>	<b>7'7"</b>	—	<b>56.17</b>
" overhang	<b>NIL.</b>				
Trunk aft	✓				
" forward	✓				
Tonnage opening aft	✓				
" " forward	✓				
Total	<b>160.50</b>	<b>160.50</b>			<b>160.50</b>

Standard Height of Superstructure **7.50'**

" " R.Q.D. —

Deduction for complete superstructure **42"**

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

" "  $\frac{S_1}{L} =$

" "  $\frac{E}{L} =$

Percentage from Table, **Line A. TANKER 23.72**

(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 .2372 = -9.96"**

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<b>59.05</b>	1	<b>59.05</b>	<b>37"</b>	<b>87.00</b>	1	<b>37.00</b>
1/4 L from A.P. ...	<b>26.275</b>	4	<b>105.10</b>	<b>2 1/2"</b>	<b>2.50</b>	4	<b>10.00</b>
1/2 L " ...	<b>6.495</b>	2	<b>12.99</b>	<b>0</b>	<b>0</b>	2	<b>0</b>
Amidships ...	<b>0</b>	4	<b>0</b>	<b>0</b>	<b>0</b>	4	<b>0</b>
3/4 L from F.P. ...	<b>4.99</b>	2	<b>25.98</b>	<b>0</b>	<b>0</b>	2	<b>0</b>
3/4 L " ...	<b>52.55</b>	4	<b>210.20</b>	<b>2 1/8"</b>	<b>2.125</b>	4	<b>8.50</b>
F.P. ...	<b>115.10</b>	1	<b>115.10</b>	<b>7 1/4"</b>	<b>71.75</b>	1	<b>71.75</b>
Total ...			<b>531.42</b>				<b>127.25</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{404.17 (.75 - .1636)}{18} = +13.17"$

If limited on account of midship superstructure. **.5864**

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

DEFICIENT

SHEERS.

## Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **40.63**

Summer freeboard = **9.77**

Moulded draught (d) = **30.86**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard =  $\frac{d}{4}$  inches = **7.715 = 7 3/4"**

Addition for Winter North Atlantic Freeboard (if required) = **7.715 + 4.905 = 12.62 = 12 1/2"**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 22783$

Tons per inch immersion at summer load water line

$T = 68.68$

Deduction =  $\frac{\Delta}{40 T}$  inches

= **8.29.8 1/4"**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.765 + .68}{1.36} = 1.445 / 1.36$

Depth Correction ... **23.79**

Deduction for superstructures ... **9.96**

Sheer correction ... **13.17**

Round of Beam correction ... **19.**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

**36.96 10.15 + 26.81**

Summer Freeboard = **117.35**

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

Tropical Fresh Water Line above Centre of Disc	<b>16.406 mm</b>	Tropical Fresh Water Freeboard	<b>3.54</b>
Fresh Water Line	<b>8 1/4. 209</b>	Fresh Water	<b>9.1</b>
Tropical Line	<b>7 3/4. 197</b>	Tropical	<b>9.1 1/2</b>
Winter Line below	<b>7 3/4. 197</b>	Winter	<b>10.5</b>
Winter North Atlantic Line	<b>12 1/2. 318</b>	Winter North Atlantic	<b>10.9 1/4</b>

**9' - 9 1/4" 2978**

**3' - 5 1/4" 2572**

**9' - 1" 2769**

**9' - 1 1/2" 2781**

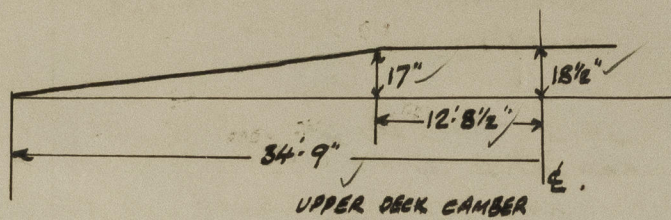
**10' - 5" 3175**

**10' - 9 1/4" 3296**



Anitza. Maricopa.

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.



Poof.

LENGTH @ SIDE = 101.00.

+  $\frac{2}{3} \times 5 = 3.33$

EQUIV 104.33

NO OVERHANG

$$\text{EQUIV. CAMBER} = \frac{(12.71 \times 17.75) + (11.02 \times 17)}{34.75} \times \frac{3}{2}$$

$$= \frac{412.93}{34.75} \times \frac{3}{2} = 17.82"$$

Trade of ship

International.

H1809

Names of sister ships

M. V. HOLLYWOOD

LAINGS N° 789 w. of same dimensions & hull form

Builder's name and yard number

Messrs Sir James Laing & Sons N° 797.

Owners

Messrs Thorvald Berg.

43264

Fee £

Will be charged with 1<sup>st</sup> entry.

OMIT

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

Middship Section

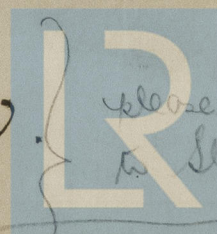
Profile - Decks.

Freeboard Particulars (for Displacement etc.)

Aft End Detail scantlings.

Revised Fore End Detail scantlings.

Middship Deckhouse scantlings.



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