

2 DEC 1949

Index No. 42052
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

MOD. Rpt. No 18923.

Ship's Name PESCAI	Official Number	Nationality and Port of Registry ARGENTINE BUENOS AIRES	Gross Tonnage	Date of Build	Port of Survey MIDDLESBROUGH
Moulded Dimensions: Length 148'-6" Breadth 24'-6" Depth 15'-5 1/2" 96% W.L. Length = 144'-4 1/2"					Date of Survey WHILST BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 830 tons					Surveyor's Signature J.D. Rufus
Coefficient of fineness for use with Tables .68 (actual .557)					Particulars of Classification B.S.* (WHALING PURPOSES)

DEPTH FOR FREEBOARD (D). Moulded depth ... 15.46 Stringer plate ... 56 ... 55 Sheathing on exposed deck 2 1/2 $T \left(\frac{L-S}{L} \right) = 208 \left(\frac{72.38}{144.38} \right) = .10$ Depth for Freeboard (D) = 15.61	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (15.61-9.63) 1.11 = +6.64" (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 5.98 If restricted by superstructures <input checked="" type="checkbox"/>	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 24.5 Standard Round of Beam = $\frac{B \times 12}{50} = 6.60$ Ship's Round of Beam = 8 Difference 1.40 Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.40}{4} \times = -.35"$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...						Standard Height of Superstructure
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure
" overhang ...						Percentage covered $\frac{S}{L} =$
Bridge enclosed ...						" " $\frac{S_1}{L} =$
" overhang aft ...						" " $\frac{E}{L} =$
" overhang forward ...						Percentage from Table, Line A.
Fore enclosed ...						(corrected for absence of fore-castle (if required))
" overhang ...						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of fore-castle (if required))
" forward ...						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ...						Deduction = NIL.
" " forward ...						
Total ...						

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	24.44	1		24.44	58.00	58.00	1		58.00
1/2 L from A.P. ...	10.88	4		43.52	24.50	24.50	4		98.00
3/4 L " ...	2.69	2		5.38	4.50	4.50	2		9.00
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	5.38	2		10.76	9.25	9.25	2		18.50
1/2 L " ...	21.75	4		87.00	38.50	38.50	4		154.00
F.P. ...	48.88	1		48.88	85.50	85.50	1		85.50
Total ...				219.98					423.00

Mean actual sheer aft = **Excess.**
Mean standard sheer aft = **Excess.**Mean actual sheer forward = **Excess.**
Mean standard sheer forward = **Excess.**Length of enclosed superstructure forward of amidships = **Flush Deck.**
" " aft of " = **Deck.**Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{203.02}{18} \times .75 = -8.46"$
If limited on account of midship superstructure.If limited to maximum allowance of 1 1/2 ins. per 100 ft. **100. -2.17"**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **15.51**
Summer freeboard = **2.10**
Moulded draught (d) = **13.41**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **3.35" = 3 3/8"**Addition for Winter North Atlantic Freeboard (if required) = **5 1/4"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta = 867$
Tons per inch immersion at summer load water line $T = 7.73$
Deduction = $\frac{\Delta}{40 T}$ inches = **2.80"**
= **2 3/4"**

TABULAR FREEBOARD

Corrected for Flush Deck (if required)

Correction for coefficient **NIL.**Depth Correction ... **6.64**Deduction for superstructures ... **-**Sheer correction ... **2.17**Round of Beam correction ... **.35**Correction for Thickness of Deck amidships ... **1.20**Other corrections, scantlings, etc. **5.39**

to an all seasons moulded draught of 13.41'

Summer Freeboard = **25.25**

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

Tropical Fresh Water Line above Centre of Disc ... **2 3/4"**Fresh Water Line " " ... **2 3/4"**Tropical Line " " ... **NIL.**Winter Line below " " ... **NIL.**Winter North Atlantic Line " " ... **NIL.**Tropical Fresh Water Freeboard ... **2 1/4"**Fresh Water " " ... **2 1/4"**Tropical " " ... **2 1/4"**Winter " " ... **2 1/4"**Winter North Atlantic " " ... **2 1/4"**

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.

1895 1/2 1895

Middlebrook

White Building

J. J. J. J.

ARGENTINE

BUENOS AIRES

PESCA I

15-2/2

21-0

148-0

144-4 1/2

850

21-2

8

21-2

21

21

FLUSH DECK

28-00
24-20
4-20
-
4-20
28-00
28-00
28-00

4/688

Trade of ship WHALING

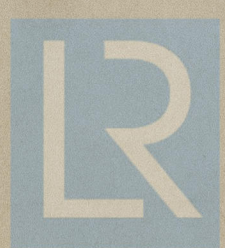
Names of sister ships "PESCA 2" "PESCA 3" "PESCA 4"

(These ships are similar to Smiths Dock. No 1141 Southern Sailor & etc)

Builder's name and yard number SMITHS DOCK CO. LTD. SOUTH BANK-ON-TEES. NO 1198.

Owners COMPANIA ARGENTINA DE PESCA S/A.

Fee £



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