

Rpt. C. 1 (Comp.)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11.....

Ship's Name HONDURAS "ESSO DUBLIN" C.R.D.A. Yard N°.1849	Official Number 301088	Nationality and Port of Registry British London	Gross Tonnage 23719.70	Date of Build 1959-60	Port of Survey TRIESTE
Moulded Dimensions: Length 660' Breadth 90' Depth 47' Freeboard Length Moulded displacement at moulded draught = 85 per cent. of moulded depth 54435 tons (excluding bossing) Coefficient of fineness for use with Tables 803					Date of Survey During construction
Surveyor's Signature <i>A. Parodi</i> (A. Parodi)					Particulars of Classification +100 A1 Carrying Petroleum in Bulk Class contemplated

DEPTH FOR FREEBOARD (D). Moulded depth 47' Stringer plate 1.34"112' Wood Sheathing on exposed deck None $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 47.11	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (47.11-44.0) 3.0 = 9.33" (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) 90' Standard Round of Beam = $\frac{B \times 12}{50} =$ 21.6 Ship's Round of Beam = 22" Difference Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) =$.40 $\left(\frac{.5701}{1.4299} \right) = .06"$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equival.</i>	146.51	146.51	8.5'		146.51
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>equival.</i>	49.80	49.80	8.5"		49.80
" overhang aft					
" overhang forward					
F'cle enclosed <i>equival.</i>	86.29	86.29	8'		86.29
" overhang	2.21	1.11	8'		1.11
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	284.81	283.71			283.71

Standard Height of Superstructure **7'-6"**
" " R.Q.D.
Deduction for complete superstructure **42.00"**
Percentage covered $\frac{S}{L} =$ **43.15**
" " $\frac{S_1}{L} =$ **42.99**
" " $\frac{E}{L} =$ **42.99**
Percentage from Table, Line A **Yankee** **33.99**
(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 = **42.00 x 33.99 = 14.28'**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	76.00	1	76.00	18.54"	52.54	1	52.54		
$\frac{1}{2}$ L from A.P. ...	33.82	4	135.28	1.77"	16.81	4	67.24		
$\frac{1}{2}$ L "	8.36	2	16.72	0.00"	0	2	0		
Amidships	0	4	0	0	0	4	0		
$\frac{3}{4}$ L from F.P. ...	16.72	2	33.44	0.00	0	2	0		
$\frac{1}{4}$ L "	67.64	4	270.56	2.52"	2.52	4	10.08		
F.P.	152.00	1	152.00	22.00"	47.25	1	47.25		
Total			684.00				177.11		

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{506.89}{18} \left(.75 - \frac{.5342}{2.58} \right) = 15.05"$
If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 47.11 Summer freeboard = 11.68 Moulded draught (d) = 35.43 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{4}$ inches = 8.86 = 8 3/4" Addition for Winter North Atlantic Freeboard (if required) = 8.86 + 6.60 = 15.46 = 15 1/2"	Deduction for Fresh Water. Displacement in salt water at summer load water line at 36° 48' 19" T Tons per inch immersion at summer load water line at 35° 7' 17/32" = 120,86 T Deduction = $\frac{121.77}{40}$ inches = 9.88" = 10"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{803 + .68}{1.36} = \frac{1.483}{1.36}$ Depth Correction 9.33 Deduction for superstructures 14.28 Sheer correction 15.05 Round of Beam correction06 Correction for Thickness of Deck amidships Other corrections, scantlings, etc. 2438 14.34 + 10.04 Summer Freeboard = 140.13"	119.30 130.09 140.13
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

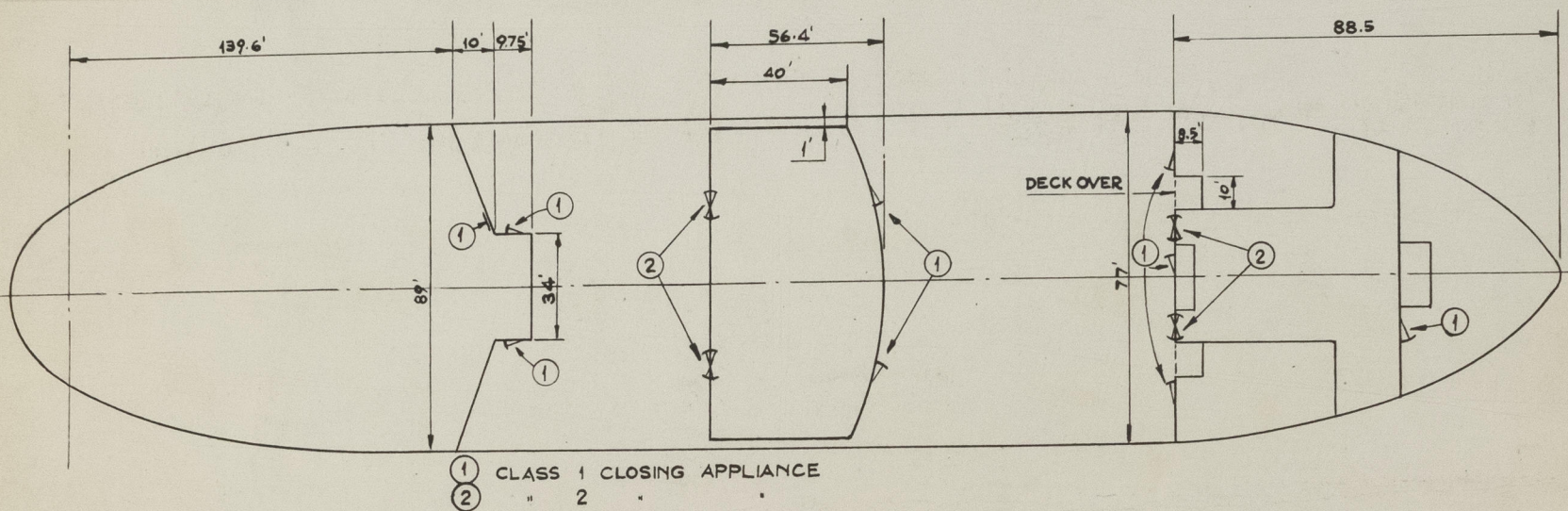
3 MAY 1960

Tropical Fresh Water Line above Centre of Disc	...	18 1/2"
Fresh Water Line	"	10"
Tropical Line	"	8 3/4"
Winter Line	below	8 3/4"
Winter North Atlantic Line	"	15 1/2"

Tropical Fresh Water Freeboard	10 - 1 1/2"
Fresh Water	10 - 10 1/2"
Tropical	10 - 11 1/2"
Winter	12 - 5"
Winter North Atlantic	12 - 11 3/4"

Esso Honduras. Esso Dublin.

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.



Poop

$$\text{Equip. length} = 139.6' + \frac{6.91 \times 10}{89} = 146.51'$$

Bridge

$$\text{Equip. length} = \{40 + \frac{2}{3} \times 16.4\} \times \frac{88}{90} = 49.80'$$

Foc'sle

$$\text{Equip. length} = 88.5 - \frac{2.21 \times 10 \times 8.5 \times 2}{77} = 86.29'$$

$$q_H = 2.21$$

Sheers Ast.

$$A + A.P. = 18.64 + (10.44 - 7.6) = 52.54"$$

$$A + \frac{b}{6} = 1.77 + 14.5 + 12 \left(\frac{29.6}{139.6} \right)^2 = 16.81'$$

Sheers Fwd.

$$A + F.P. = 22.00 + (13' - 11\frac{1}{2}" - 11'10") = 47.25"$$

Omit

Trade of ship Oil Tanker

Names of sister ships "ESSO SOUTHAMPTON" (C.R.D.A. Yard N°.1839) - "ESSO COVENTRY" (C.R.D.A. Yard N°.1840) - "ESSO LIVERPOOL" (C.R.D.A. Yard N°.1841)

Builder's name and yard number Cantieri Riuniti dell'Adriatico - Monfalcone Yard N°.1849

Owners Esso Petroleum Co., Ltd. London

Fee £ : :

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

Midship Section } forwarded with Rpt 1 of TT "Esso Southampton"
Decks & Profile



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