

CP. 4
SP. 5
SP. 6

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received **23 JAN 1956**

Index No. **46196**

Govt. Copy

Owners C11

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
<i>C.P. 7</i>		<i>Venezuela</i> <i>Maracaibo</i>	<i>1424</i>	<i>1956</i>

Port of Survey *Rotterdam*

Date of Survey *Whilst building*

Surveyor's Signature *[Signature]*

Particulars of Classification *FL 10*
Service on Lake Maracaibo
(Class Contem. Plated)

Moulded Dimensions: Length *44.422 m* Breadth *24.38 m* Depth *3.048 m*
Freeboard Length *48.188*
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) *2913 m³ tons*
Coefficient of fineness for use with Tables *.954*

DEPTH FOR FREEBOARD (D).

Moulded depth *3.048*
Stringer plate *.010*
Wood Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
Depth for Freeboard (D) = *3.058*

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(3.213 - 3.058) / 12.170 = -16%
If restricted by superstructures *YES NIL.*

ROUND OF BEAM CORRECTION.

Moulded Breadth (B) *24.384 m*
Standard Round of Beam = $\frac{B \times 12}{50} = \frac{292.608}{50} = 5.852$
Ship's Round of Beam = *76 mm*
Difference *388*
Restricted to
Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{388^2}{4} = +97\%$

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

" " R.Q.D.

Deduction for complete superstructure

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

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

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

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 = *NIL.*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>655</i>	<i>1</i>	<i>655</i>	<i>0</i>		<i>1</i>	
$\frac{1}{4}L$ from A.P.	<i>291</i>	<i>4</i>	<i>1164</i>	<i>0</i>		<i>4</i>	
$\frac{2}{4}L$ "	<i>73</i>	<i>2</i>	<i>146</i>	<i>0</i>		<i>2</i>	
Amidships	<i>0</i>	<i>4</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>0</i>
$\frac{2}{4}L$ from F.P.	<i>146</i>	<i>2</i>	<i>292</i>	<i>0</i>		<i>2</i>	
$\frac{1}{4}L$ "	<i>583</i>	<i>4</i>	<i>2332</i>	<i>0</i>		<i>4</i>	
F.P.	<i>1310</i>	<i>1</i>	<i>1310</i>	<i>0</i>		<i>1</i>	
Total			<i>5899</i>				<i>NIL.</i>

Mean actual sheer aft = *NIL*
Mean standard sheer aft =

Mean actual sheer forward = *NIL.*
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = *FLUSH DECK.*

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{5899 \times .75}{18} = +246$
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 = *3058*
Summer freeboard = *923*
Moulded draught (d) = *2135*
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for =
Winter freeboard = $\frac{d}{48}$ inches = *44 1/2*
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.
Displacement in salt water at summer load water line
 $\Delta = 2422$
Tons per inch immersion at summer load water line
T = *30*
Deduction = $\frac{\Delta}{40 T}$ inches = *202*
0.2051 1/2

TABULAR FREEBOARD corrected for Flush Deck (if required) *422+60*
Correction for coefficient $\frac{957+.68}{1.36} = \frac{1637}{1.36}$
Depth Correction
Deduction for superstructures
Sheer correction *246*
Round of Beam correction *97*
Correction for Thickness of Deck amidships
Other corrections, scantlings, etc.
343 - +343
Summer Freeboard = *923 1/2*

482
580
AR.
6.2.56

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

Tropical Fresh Water Line above Centre of Disc	<i>95 1/2</i>	Tropical Fresh Water Freeboard	<i>828 1/2</i>
Fresh Water Line " "	<i>51 1/2</i>	Fresh Water " "	<i>872 1/2</i>
Tropical Line " "	<i>44 1/2</i>	Tropical " "	<i>879 1/2</i>
Winter Line below " "	<i>NOT ASSIGNED</i>	Winter " "	<i>NOT ASSIGNED</i>
Winter North Atlantic Line " "	<i>NOT ASSIGNED</i>	Winter North Atlantic " "	<i>NOT ASSIGNED</i>

923 1/2 FOR SERVICE ONLY.
828 1/2
872 1/2
879 1/2
NOT ASSIGNED
NOT ASSIGNED

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

Service in Lake Maracaibo

Names of sister ships

C.P. 4 - C.P. 5 - C.P. 6.

Builder's name and yard number

Yara Cjusto - No 100

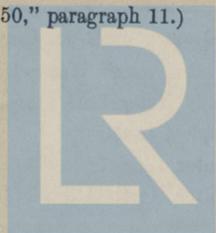
Owners

Shell de Venezuela

Fee *ad*

pl : 253. -

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



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