

Lisela 32409  
Lucila 32160  
Rpt. C.II.

# WRECK SECTION

## Cloyd's Register of Shipping. SURVEYS FOR FREEBOARD.

Index. No. 32598  
(For London Office only)

512

Computation of Freeboard for Steamer Ship, Tanker  
having Poop, Deck, Forecastle  
(Type of Superstructures.)  
Port of Survey Buracas. S. W. I.  
Date of Survey Aug 17-18. 1932  
Name of Surveyor E. S. Whitham  
Ship's Name T.S.S. "LETICIA"  
Nationality and Port of Registry Dutch. Willemstad  
Official Number 3704  
Gross Tonnage 2580  
Date of Build 1928-1  
Moulded Dimensions: Length 305 Breadth 50.2 Depth 15.08  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 4622 tons  
Coefficient of fineness for use with Tables 832  
Particulars of Classification + 100. A 1.  
carrying petroleum in bulk  
S.S. Co No. 1-32 ✓

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <u>15.08</u>	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B) <u>50.2</u>
Stringer plate ... .. <u>.04</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>12.04</u>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <u>.04</u>	<u>(20.33 - 15.04) 2.346 = -12.44</u>	Ship's Round of Beam = <u>12.5</u>
Depth for Freeboard (D) = <u>15.12</u>	If restricted by superstructures $\frac{6.29}{6.55} =$ <u>11.92</u>	Difference <u>.50 EXCESS.</u>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <u><math>\frac{.50}{4} \left( 1 - \frac{81.26}{121.83} \right) = -.02</math></u>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<u>88.5</u>	<u>88.50</u>	<u>6.29</u>	<u><math>\frac{6.29}{6.55}</math></u>	<u>84.98</u>	Standard Height of Superstructure <u>6.55</u>
" overhang ... ..						" " R.Q.D. ✓
R.Q.D. enclosed ... ..						Deduction for complete superstructure <u>35.67</u>
" overhang ... ..						Percentage covered $\frac{S}{L} =$ <u>37.94</u>
Bridge enclosed ... ..	<u>14.0</u>		<u>7.5</u>			" " $\frac{S_1}{L} =$ <u>81.26</u>
" overhang aft ... ..						" " $\frac{E}{L} =$ <u>78.48</u>
" overhang forward ... ..	<u>4.0</u>		<u>7.5</u>			Percentage from Table, Line A.
F'cle enclosed <u>mean</u> ... ..	<u>33.33</u>	<u>33.33</u>	<u>7.5</u>		<u>33.33</u>	(corrected for absence of fore-castle (if required))
" overhang ... ..						Percentage from Table, Line B. <u>73.43</u>
Trunk aft <u>14.5</u> ... ..			<u>6.29</u>	<u><math>\frac{6.29}{6.55}</math></u>		(corrected for absence of fore-castle (if required))
" forward ... ..		<u>126.04</u>			<u>121.04</u>	Interpolation for bridge less than 2L (if required)
Tonnage opening aft ... ..	<u>55.25</u>		<u>7.5</u>			Deduction = <u>35.67 x .7343 = -26.19</u>
" " forward ... ..						
Total ... ..	<u>121.83</u>	<u>247.87</u>			<u>239.35</u>	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ... ..	<u>40.50</u>	1		<u>40.50</u>	<u>2.0</u>	<u>7.75</u>	1		<u>7.75</u>	Mean actual sheer aft = <u>DEFICIENT.</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>18.02</u>	4		<u>72.08</u>	<u>0.0</u>	<u>NIL</u>	4		<u>NIL</u>	Mean actual sheer forward = <u>DEFICIENT.</u>
$\frac{2}{3}$ L " ... ..	<u>4.45</u>	2		<u>8.90</u>	<u>0.0</u>	<u>NIL</u>	2		<u>NIL</u>	Mean standard sheer forward
Amidships ... ..	<u>-</u>	4		<u>-</u>	<u>0.0</u>	<u>NIL</u>	4		<u>NIL</u>	Length of enclosed superstructure forward of amidships =
$\frac{2}{3}$ L from F.P. ... ..	<u>8.91</u>	2		<u>17.82</u>	<u>1.0</u>	<u>NIL</u>	2		<u>NIL</u>	" " aft of " =
$\frac{1}{2}$ L " ... ..	<u>36.05</u>	4		<u>144.20</u>	<u>3.0</u>	<u>1.67</u>	4		<u>6.68</u>	
F.P. ... ..	<u>81.00</u>	1		<u>81.00</u>	<u>24.0</u>	<u>24.00</u>	1		<u>24.00</u>	
Total ... ..				<u>364.50</u>					<u>38.43</u>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) =$ <u><math>\frac{326.07}{18} \left( 75 - \frac{1997}{5503} \right) = +9.97</math></u>										
If limited on account of midship superstructure. ✓										
If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. ✓										

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<u>42.10</u>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{687.832}{1.36} \frac{1.572}{1.36}$	<u>46.80</u>
Depth to Freeboard Deck = <u>15.04</u> Ft.	$\Delta =$ <u>4926</u>	Depth Correction ... ..	<u>11.92</u>
Summer freeboard = <u>1.55</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..	<u>26.19</u>
Moulded draught (d) = <u>13.49</u>	$T =$ <u>31.80</u>	Sheer correction ... ..	<u>9.97</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>3.37 = 9 cms</u>	Deduction = $\frac{\Delta}{40T}$ inches = <u>3.87 = 10 cms</u>	Round of Beam correction ... ..	<u>.02</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>3.37 + 3.05 = 6.42 = 16 cms</u>		Correction for Thickness of Deck amidships ... ..	<u>-</u>
		Other corrections, scantlings, etc. ... ..	<u>-</u>
		Summer Freeboard = <u>18.64</u>	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 18.64 = 47 cms.

Tropical Fresh Water Line above Centre of Disc ...	<u>7.24 = 19 cms</u>	Tropical Fresh Water Freeboard ...	<u>28</u>
Fresh Water Line " " ...	<u>3.87 = 10</u>	Fresh Water " " ...	<u>37</u>
Tropical Line " " ...	<u>3.37 = 9</u>	Tropical " " ...	<u>38</u>
Winter Line below " " ...	<u>3.37 = 9</u>	Winter " " ...	<u>56</u>
Winter North Atlantic Line " " ...	<u>6.42 = 16</u>	Winter North Atlantic " " ...	<u>63</u>

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Particulars of Scuppers and Sanitary Discharge Pipes:— 2-6 inch and 3-4 inch storm discharge valves on ships side from WC<sup>10</sup>. all discharges from wash basins etc in poop, bunks, berths and forecath fitted with storm valves on ships side and sufficient traps at the inboard end. all scupper and storm valve chests of least 18 in with steel covers, copper valves and pins.

Particulars of Side Scuttles:— all side scuttles on Forecastle and Poop fitted with efficient hinged dead-lights permanently attached.

Particulars of Guard Rails:—

Freibord Deck	3' 6" high	- 3 rails	Stanchions spaced 5 ft.	✓
Forecastle Deck (port rails)	3' 6" "	- 3 "	" "	✓
Trunk Top	3' 6" "	- 3 "	" "	✓
Coop Deck	3' 6" "	- 3 "	" "	✓

Particulars of Gangways, Lifelines, etc. :—

The Trunk Top forms a gangway between the  
poop and the Forecastle ✓

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..	open rails on all weather decks ✓					
Forward Well ... ..						

State position of each freeing port ... .. } After Well:—  
 (F. and A. position and height above deck edge) } Forward Well:—  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

Additional area where sheer is less than standard.

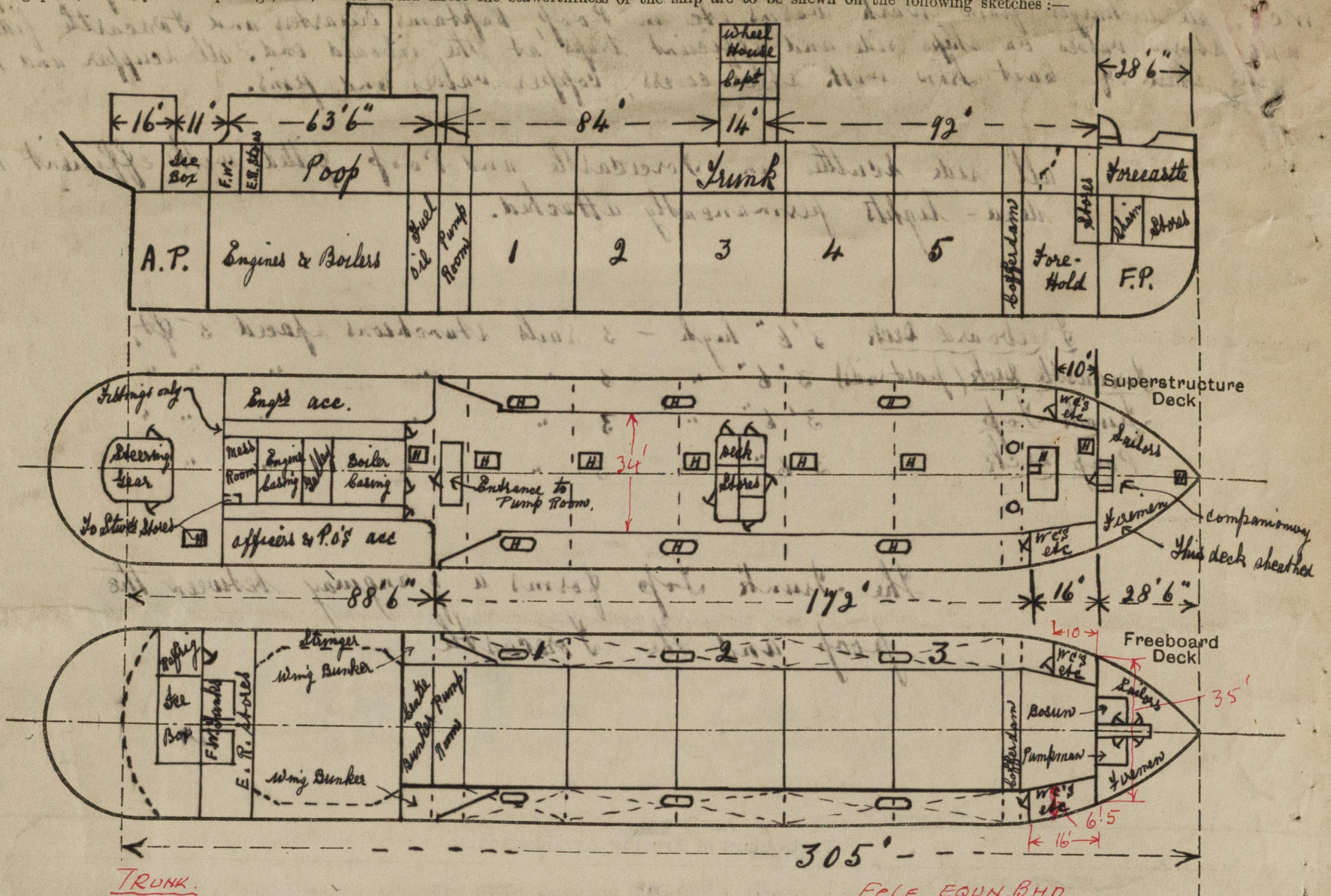
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	✓	3/4"	6 X 2 7/8 X 3/8"	24"	Blt	✓	✓	✓
Raised Quarter Deck Bulkhead ... ..	3/30	2/6	4 X 3 X 3/4	24" to 39"	Blt	2'3" X 5'0"	18"	4'6"
Bridge, After Bulkhead ... ..	3/30	2/6	3 X 3 X 3/4	24" to 36"	Blt	2'3" X 5'0"	18"	2'6"
Bridge, Forward Bulkhead ... ..	3/30	2/6	3 X 3 X 3/4	" "	"	2' X 5'	18"	"
Forecastle Bulkhead ... ..	3/30	3/30	3 1/2 X 2 1/2 X 3/8	24"	Blt	none complete	18"	4'6"
Trunk, <del>Alt</del> ... ..	4/4	4/2	5 1/2 X 3 1/2 X 3/8"	24"	Blt	✓	✓	6'3 1/2"
Trunk, Forward ... ..	4/4	4/2	5 1/2 X 3 1/2 X 3/8"	24"	Blt	✓	✓	6'3 1/2"
Exposed Machinery Casings on Free board or Raised Quarter Decks ...	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Superstructure Decks <del>Trudley</del> <del>the</del> <del>Bld</del>	3/34	3/30	4 X 3 X 3/4	24"	Blt at top	2'3" X 4'6"	18"	4'6"
Machinery Casings within Superstructures not fitted with Class 1 Closing Appliances ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Deckhouses on Flush Deck Ships ...	✓	✓	✓	✓	✓	✓	✓	✓

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	No openings.
<del>Starboard Bulkhead</del> Raised Quarter Deck Bulkhead	Steel door 2'3" x 5'0" capable of being manipulated from both sides.
Bridge, After Bulkhead	<del>Steel door 2'3" x 5'0"</del>
Bridge, Forward Bulkhead	<del>Steel door 2'0" x 5'0"</del>
Forecastle Bulkhead	No openings. Steel door on companion with 18" sill capable of being manipulated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Steel door capable of being manipulated from both sides.
Exposed Machinery Casings on Superstructure Decks	Steel door capable of being manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel doors 2' x 5' with 18" sill to 15'8" P & S on the freeboard deck, both capable of being manipulated from both sides.
Deckhouses on Flush Deck Ships	

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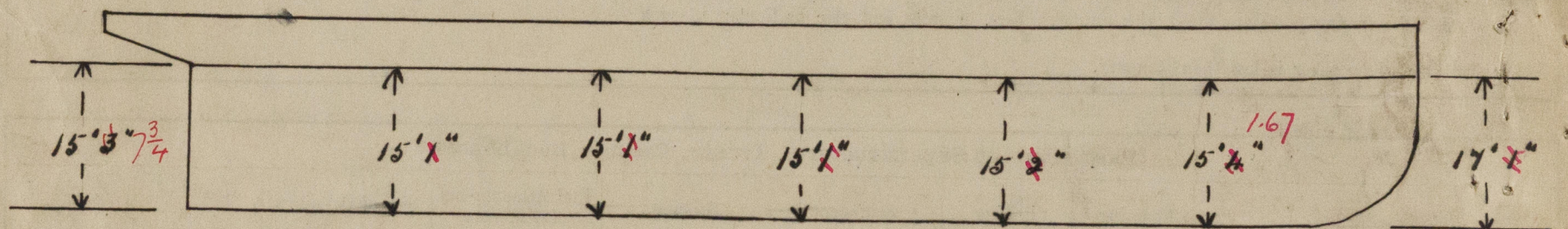
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



TRUNK.  
 AFT SECTION  $16.50 \times 42.0 = 693.0$   
 CENTRE "  $151.50 \times 34.0 = 5151.0$   
 FORWARD "  $15.17 \times 30.2 = 458.1$   
 50/6302.1  
 EQUIN. LENGTH = 126.04

FOLE EQUIN. BHD.  
 LENGTH TO BHD = 28.50  
 SIDEHOUSES =  $\frac{26 \times 6.5}{35} = 4.83$   
 33.33 = EQUIV. BHD.

State any special features in the construction of the ship:—



Builder's name and yard number. *Cantiere Navale Triestino. Hull N° 197.*

Names of sister ships. *"Liseta"; "Lucrecia"; "Lucita"*

Owners. *Curacaosche Scheepvaart Maatschappij*

Fee £ *150.00*

Received by me



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