

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

F.264

Ship's Name "Texita"	Official Number	Nationality and Port of Registry Liberian Monrovia	Gross Tonnage 1153	Date of Build 1953	Port of Survey Hamburg
Moulded Dimensions: Length 211-60' Breadth 32-81' Depth 19-04' 64.50 m 10.00 m 5.803 m <i>to centre of rudderstock</i>					Date of Survey during construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 2125 metric-ton					Surveyor's Signature W. Ackermann
Coefficient of fineness for use with Tables USE -68 (ACTUAL -652)					Particulars of Classification 100 A1 <i>Contemplated</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 19-04'	(a) Where D is greater than Table depth (D-Table depth) R = (19-08-14-11) 1.628 = 8-09"	Moulded Breadth (B) 32-81'
Stringer plate ... R.Q.D. 11-5"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 4-97"	Standard Round of Beam = $\frac{B \times 12}{50} =$ 7-87"
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ None	If restricted by superstructures	Ship's Round of Beam = 200 mm 7-87"
Depth for Freeboard (D) = 19-08"		Difference NIL
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ NIL

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
44-40	44-40	6-39'	2-100	44-40
13630	3-37	2-13	2-13/3-74	1-92
3-37	39-18	see sketch	see sketch	89-18
R.Q.D. enclosed				
" overhang				
Bridge enclosed				
" overhang aft				
" overhang forward				
F'cle enclosed	29-36	6-56'	2-000	29-36
" overhang				
Trunk aft				
" forward				
Tonnage opening aft				
" forward	166-31	166-31		164-86
Total	162-94	162-94		162-94

Aft Bridge Equiv. Enclosed
Aft Raised Quarter Deck
R.Q.D. enclosed Equiv.
see sketch

Standard Height of Superstructure **6-0'**
" " R.Q.D. **3-744'**
Deduction for complete superstructure **27-16**
Percentage covered $\frac{S}{L} =$ **78-60**
" " $\frac{S_1}{L} =$ **74-01 78-60**
" " $\frac{E}{L} =$ **77-92**
Percentage from Table, Line A. + B = **72-73**
(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 = **27-16 x 72-73 = 19-75**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	31-16	1	31-16	787	30-98	30-98	1	30-98	30-98
$\frac{1}{2}$ L from A.P.	13-87	4	55-48	369	14-53	14-53	4	58-12	58-12
$\frac{2}{3}$ L	3-43	2	6-86	87	3-43	3-43	2	6-86	6-86
Amidships		4		0			4		
$\frac{2}{3}$ L from F.P.	6-86	2	13-72	177	6-97	6-97	2	13-94	13-94
$\frac{1}{2}$ L	27-73	4	110-92	720	28-35	28-35	4	113-40	113-40
F.P.	62-32	1	62-32	1614	63-54	63-54	1	63-54	63-54
Total			280-46					286-84	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{2L} \right) = \frac{6-38 \left(\frac{.75-.37}{2 \times 162-94} \right)}{18} = -13$

If limited on account of midship superstructure.

Mean actual sheer aft = **EXCESS**
Mean standard sheer aft =

Mean actual sheer forward = **EXCESS**
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **7-11**

" " aft of " = **7-11**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **22-86**
Summer freeboard = **4-87**
Moulded draught (d) = **17-98**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **4-48**

Addition for Winter North Atlantic Freeboard (if required) = **6-2**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 2440 \text{ metric tons}$
Tons per inch immersion at summer load water line
T = **13-94**

Deduction = $\frac{\Delta}{40 T}$ inches = **4-31**
5-35 = 2360 metric tons
5-40 = 2385
5-45 = 2410
5-50 = 2440
5-55 = 2470

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... **8-09**
Deduction for superstructures ... **19-45**
Sheer correction ... **13**
Round of Beam correction ... **45-28**
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

+	-
8-09	7
19-45	
13	
45-28	
53-37	19-48
58-88	33-19

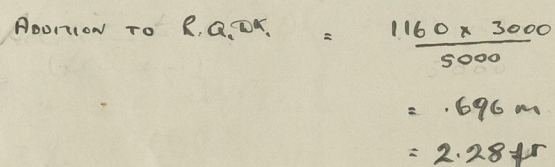
Summer Freeboard = **58-88**

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

Tropical Fresh Water Line above Centre of Disc **8-3/4"**
Fresh Water Line " **4-1/4"**
Tropical Line " **4-1/2"**
Winter Line below " **4-1/2"**
Winter North Atlantic Line " **6-1/2"**

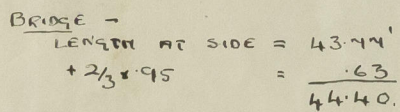
Tropical Fresh Water Freeboard **4-13/4"**
Fresh Water " **4-6 1/4"**
Tropical " **4-6"**
Winter " **5-3"**
Winter North Atlantic " **5-5"**

Plan at Break of R.A. Deck



Breadth of ship

Fr. 70	=	10 000	mm
" 71	=	9990	"
" 72	=	9974	"
" 73	=	9952	"


$$\begin{array}{r} \text{R\&D K} \\ \text{LENGTH AT SIDE} = 87.53 \\ + \text{ADDITIONAL FWD} = 2.28 \\ \hline 89.81 \\ \text{LESS} \\ \hline 63 \\ \hline 89.18 \end{array}$$

international

none

W. Glosst, Gbg-Neuenfeld 2 ship No 187

Interamerican Maritime Corp. S. A. Panamacity / Panama

Fee £ *see Rpt 1*