

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "MARIA PEPA" <i>(EX PRESIDENT WILSON)</i>	Official Number E. A. A. S.	Nationality and Port of Registry SPANISH BILBAO	Gross Tonnage 12567	Date of Build 1921	Port of Survey San Francisco
Moulded Dimensions: Length 518'0" Breadth 72'0" Depth 41'0"					Date of Survey 24 May 1940
Moulded displacement at moulded draught = 85 per cent. of moulded depth 24580 tons					Surveyor's Signature G. Villaf
Coefficient of fineness for use with Tables .662 ✓					Particulars of Classification Completed A1 E with subm 11-39

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth 41.0 ✓	(a) Where D is greater than Table depth (D - Table depth) R = $41.04 - (\frac{518}{75}) \times 3 = 19.53$	Moulded Breadth (B) 72 ✓
Stringer plate ... .. .04	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = $(34.53 - 32.04) \times 3 = - 7.47$	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{72 \times 12}{50} = 17.28$ ✓
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) = 41.04		Difference 17.28 $\frac{Diff}{4} = 4.32$
		Restricted to
		Correction = $\frac{Diff}{4} \times (1 - \frac{S_1}{L}) = 4.32 \times (1 - 1) = 0$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	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 **7'6"** ✓

" " R.Q.D.

Deduction for complete superstructure **42** ✓

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 = **41.5**

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P.	61.80	1	61.80	39.00	57.0	1	57.00
1/4 L from A.P.	27.50	4	110.00	5.00	23.0	4	92.00
1/2 L "	6.80	2	13.60	0.00	6.27	2	12.54
Amidships	✓	4	✓	0.00	-	4	✓
3/4 L from F.P.	13.60	2	27.20	10.00	13.86	2	27.72
1/4 L "	55.00	4	220.00	19.00	37.0	4	148.00
F.P.	123.60	1	123.60	108.00	126.0	1	126.00
Total			556.20	+18			243.00

Mean actual sheer aft = $\frac{59.0}{185.4} = .318$ ✓

Mean standard sheer aft = $\frac{184}{370.8} = .496$

Mean actual sheer forward = $\frac{184}{370.8} = .496$

Mean standard sheer forward = $\frac{184}{370.8} = .496$

Length of enclosed superstructure forward of amidships =

" " aft of " =

DIFF $556.2 - 243 = 313.2$

Correction = $\frac{313.2}{18} \left(.75 - \frac{S}{2L} \right) = \frac{313.2}{18} \left(.75 - \frac{518}{2 \times 518} \right) = 17.4 \times .25 = 4.35$

If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = 41.04 Ft. ✓</p> <p>Summer freeboard =</p> <p>Moulded draught (d) = 30.7</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$</p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$</p> <p>Deduction = $\frac{\Delta}{40T}$ inches</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient NONE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="text-align: center;">+</td><td style="text-align: center;">-</td></tr> <tr><td style="text-align: center;">4.55</td><td style="text-align: center;">-7.47</td></tr> <tr><td style="text-align: center;">4.35</td><td style="text-align: center;">41.50</td></tr> <tr><td style="text-align: center;">1.29</td><td style="text-align: center;">1.29</td></tr> <tr><td style="text-align: center;">50.26</td><td style="text-align: center;">-50.26</td></tr> <tr><td style="text-align: center;">107.52</td><td style="text-align: center;">107.52</td></tr> <tr><td style="text-align: center;">57.26</td><td style="text-align: center;">57.26</td></tr> </table> <p>Summer Freeboard = 57.26</p>	+	-	4.55	-7.47	4.35	41.50	1.29	1.29	50.26	-50.26	107.52	107.52	57.26	57.26
+	-															
4.55	-7.47															
4.35	41.50															
1.29	1.29															
50.26	-50.26															
107.52	107.52															
57.26	57.26															

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

Tropical Fresh Water Line above Centre of Disc ... ..	...	Tropical Fresh Water Freeboard ... ..	...
Fresh Water Line " " ... ..	...	Fresh Water " " ... ..	...
Tropical Line " " ... ..	...	Tropical " " ... ..	...
Winter Line below " " ... ..	...	Winter " " ... ..	...
Winter North Atlantic Line " " ... ..	...	Winter North Atlantic " " ... ..	...

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 South Atlantic

Names of sister ships President Jefferson (G. Newatchel) American Legion 1921-1922 Register York & Southern Cross 1921-1922 R. B. Rapp

Builder's name and yard number New York Shipyard Camden N.J. N 240 • N 242 • N 241

Owners Berge Company

Fee £ To be charged

5

