

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, ~~WATERBURY~~
OPEN SHELTERDECK CONDITION

Received

Index No.

Govt. Copy

Owners' Cl.

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
M.Y. "ARGO DELOS"	728 ✓	GREEK PIRAEUS.	10392-46 1958	

Port of Survey FLUSHINGDate of Survey WHILE BUILDINGSurveyor's Signature W.B. MeulenParticulars of Classification +100 A1

Moulded Dimensions: Length 142.68 M. Breadth 20.00 M. Depth 9.66 M.
 Freeboard Length 142.55 M. OF RUDDERSTOCK - FORESIDE OF STEM - 8.35 M DRAUGHT.
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 16660 tons
 (excluding bossing)
 Coefficient of fineness for use with Tables

DEPTH FOR FREEBOARD (D). M.	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 9.660	(a) Where D is greater than Table depth (D—Table depth) R =	Moulded Breadth (B) <u>20.00 M.</u>
Stringer plate 0.010 ⁵	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ =
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam 5.575 = 0.612
Depth for Freeboard (D) =		Difference <u>FREEB.</u> <u>0.0 M.</u>
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)	
P.O. Poop enclosed						Standard Height of Superstructure
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
" overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						" " $\frac{S_i}{L} =$
" overhang aft						" " $\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
" overhang						Interpolation for bridge less than .2L (if required)
Trunk aft						Deduction =
" forward						
Tonnage opening aft						
" " forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate M.	Effective Ordinate	S M	Product
A.P.		1		2056		1	
$\frac{1}{4}$ L from A.P.		4		0.919		4	
$\frac{2}{4}$ L " "		2		0.015		2	
Amidships	0	4	0	0	0	4	0
$\frac{3}{4}$ L from F.P.		2		0.501		2	
$\frac{1}{4}$ L " "		4		1.491		4	
F.P.		1		2.975		1	
Total							

Mean actual sheer aft =
 Mean standard sheer aft =

Mean actual sheer forward =
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
 L

" " aft of " =

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

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = Ft.
 Summer freeboard =
 Moulded draught (d) =
 Keel allowance =
 Extreme draught =
 Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 Δ =
 Tons per inch immersion at summer load water line
 T =
 Deduction = $\frac{\Delta}{40 T}$ inches

P.T.O.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction
 Deduction for superstructures
 Sheer correction
 Round of Beam correction
 Correction for Thickness of Deck amidships
 Other corrections, scantlings, etc.

+	-

Summer Freeboard =

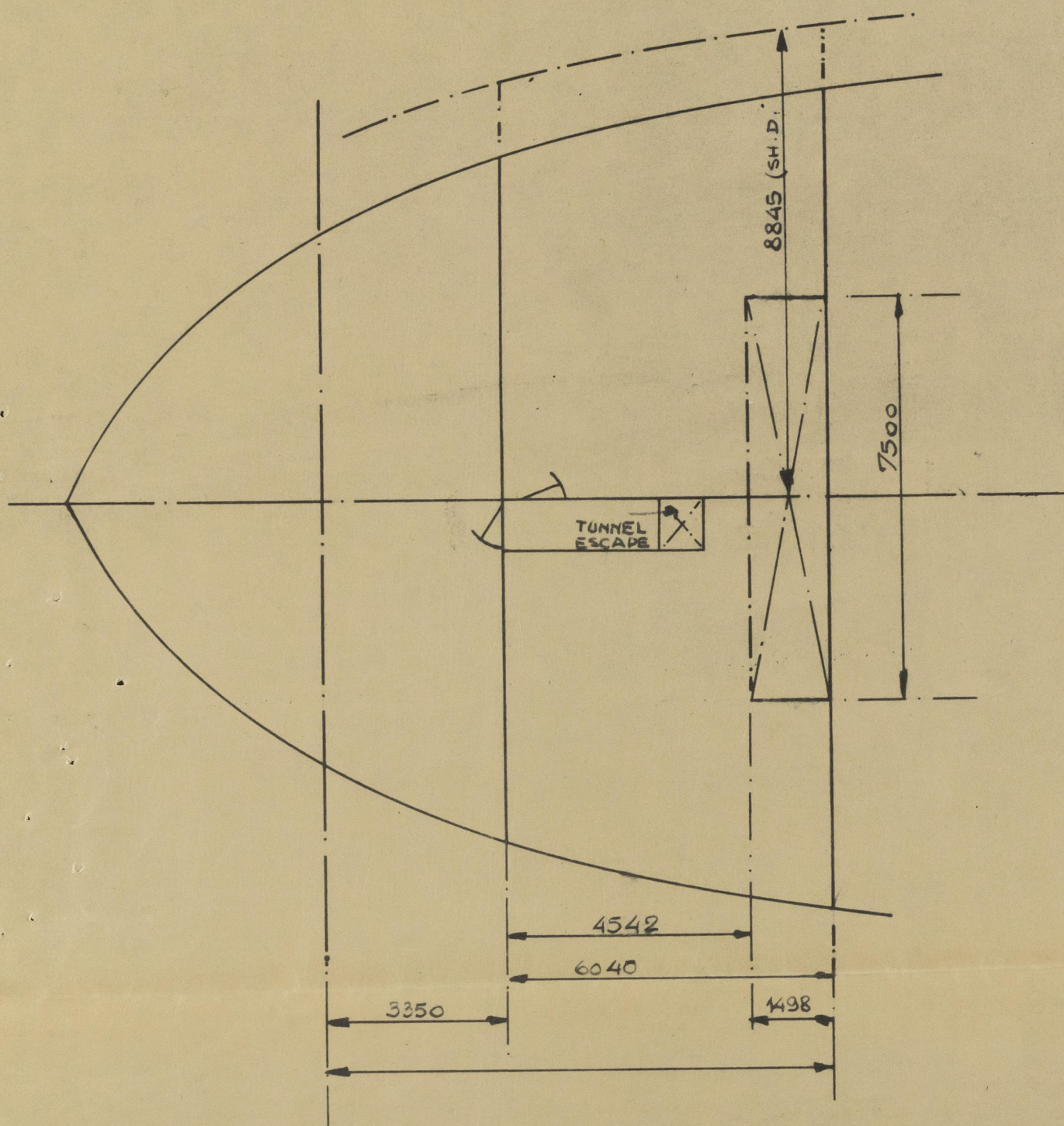
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

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

Tropical Fresh Water Freeboard
 Fresh Water " "
 Tropical " "
 Winter " "
 Winter North Atlantic " "

"ARGO DELOS".

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.



DISPLACEMENT IN SALTWATER:

DRAUGHT MOULDED (M.)	DISPLACEMENT (TONS A 1016 KG).
7,620	-
7,925	-
8,211	-
8,534	-
8,839	-
9,144	-
	15365
	16080
	16760
	17525
	18260
	18995.

Trade of ship OCEAN - GOING.

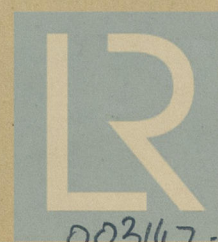
Names of sister ships ARGO OLLANDIA ETC.

Builder's name and yard number KON. ML. "DE SCHELDE", FLUSHING YARD NR 294

Owners SHIPPING DEVELOPMENT CORPORATION OF PANAMA.

Fee £ :

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



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Foundation

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