

Rpt. C.11 (Comp.)  
ARGO OLLANDIA 46449  
ARGO ELLAS - 47422

8 SEP 1958

45982

CLOSED CONDITION

For LONDON OFFICE ONLY

# LLOYD'S REGISTER OF SHIPPING

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER,                     )

Received .....  
Index No. ....  
Govt. Copy .....  
Owners C11 .....

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
ARGO DELOS	728	GREEK PIRAEUS	10392.46	9-58

Port of Survey FLUSHING

Date of Survey WHILST BUILDING

Surveyor's Signature W.B. Kheelan

Particulars of Classification + 100 A1  
(CLASS CONTEMPLATED)

Moulded Dimensions: Length 142.68 M Breadth 20.00 M Depth 12.50 M  
Freeboard Length 143.0475 M (FORESIDE OF STEM -  $\frac{1}{2}$  OF RUDDER STOCK 9.30 M  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 22340 M<sup>3</sup>  
(excluding bossing) (10.625 M)  
Coefficient of fineness for use with Tables .735

### DEPTH FOR FREEBOARD (D).

Moulded depth ... .. 12.50 M  
Stringer plate 24 1/2 m/m ... .. .025  
Wood Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$   
Depth for Freeboard (D) = 12.525

### DEPTH CORRECTION.

(a) Where D is greater than Table depth  
(D-Table depth) R =  
8.33 (12.525 - 9.537) 30 = + 747 m/m  
(b) Where D is less than Table depth (if allowed)  
(Table depth-D) R =  
If restricted by superstructures

### ROUND OF BEAM CORRECTION.

Moulded Breadth (B) 20.00 M  
Standard Round of Beam =  $\frac{B \times 12}{50} =$  0.40  
Ship's Round of Beam = 0.40 M  
Difference NIL  
Restricted to  
Correction =  $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$  NIL

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) M	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	<u>10.395</u>	<u>10.395</u>	<u>2.50</u>	<u>—</u>	<u>10.395</u>
" overhang	<u>0.58</u>	<u>.580</u>	<u>2.50</u>	<u>—</u>	<u>.580</u>
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<u>10.975</u>	<u>10.975</u>			<u>10.975</u>

Standard Height of Superstructure 2290 m/m

" " R.Q.D. —

Deduction for complete superstructure 1067 m/m

Percentage covered  $\frac{S}{L} =$   
" "  $\frac{S_1}{L} =$  } 7.67  
" "  $\frac{E}{L} =$

Percentage from Table, Line A. 3.84  
(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 = 1067 x .0384 = - 41 m/m

### SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<u>1446</u>	<u>1</u>	<u>1446</u>	<u>2.056</u>	<u>2.056</u>	<u>1</u>	<u>2056</u>
1/4 L from A.P.	<u>642</u>	<u>4</u>	<u>2568</u>	<u>0.916</u>	<u>.916</u>	<u>4</u>	<u>3664</u>
1/2 L	<u>161</u>	<u>2</u>	<u>322</u>	<u>0.011</u>	<u>.11</u>	<u>2</u>	<u>22</u>
Amidships	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>
3/4 L from F.P.	<u>321</u>	<u>2</u>	<u>642</u>	<u>0.512</u>	<u>.512</u>	<u>2</u>	<u>1024</u>
3/4 L	<u>1285</u>	<u>4</u>	<u>5140</u>	<u>1.515</u>	<u>1.515</u>	<u>4</u>	<u>6060</u>
F.P.	<u>2891</u>	<u>1</u>	<u>2891</u>	<u>3.001</u>	<u>3.001</u>	<u>1</u>	<u>3001</u>
Total			<u>13009</u>				<u>15827</u>

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 =  
" " aft of " = } NIL

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{2818 (.75 - .0384)}{18} = \frac{2116}{18} = - 112 \text{ m/m}$   
If limited on account of midship superstructure. YES - NIL. 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 = 12.525  
Summer freeboard = 3.210  
Moulded draught (d) = 9.315  
Keel allowance =  
Extreme draught =  
Deduction for Tropical freeboard and addition for =

Winter freeboard = 194 m/m

Addition for Winter North Atlantic Freeboard (if required) =

### Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 19404 \text{ TONS (9.30 M)}$   
Tons per inch immersion at summer load water line  
 $T = 61.705 \text{ TONS.}$   
Deduction =  $\frac{\Delta}{40 T} \text{ inches} =$  200 m/m

2365 + 143.048 x 38 x .233 PARTIAL  
TABULAR FREEBOARD corrected for Flush Deck 2407

Correction for coefficient

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

+	-
<u>747</u>	<u>—</u>
<u>—</u>	<u>41</u>
<u>—</u>	<u>—</u>
<u>—</u>	<u>—</u>
<u>—</u>	<u>—</u>
<u>747</u>	<u>41</u>
Summer Freeboard = <u>3210</u>	

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

Tropical Fresh Water Line above Centre of Disc ... .. 394 m/m Tropical Fresh Water Freeboard ... ..  
Fresh Water Line " " ... .. 200 m/m Fresh Water " " ... ..  
Tropical Line " " ... .. 194 m/m Tropical " " ... ..  
Winter Line below " " ... .. 194 m/m Winter " " ... ..  
Winter North Atlantic Line " " ... .. Winter North Atlantic " " ... ..

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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 OCEAN TRADE.

Names of sister ships "ARGO OLLANDIA", "ARGO ELLAS", ETC.

Builder's name and yard number N.V. KON. M.J. "DE SCHELDE" FLUSHING - NEWBLD NR 294.

Owners SHIPPING DEVELOPMENT CORP. OF PANAMA.

Fee FL. :550.-

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

010<sup>1</sup> & 010<sup>2</sup> CONSTRUCTION PLAN.

002 MIDSHIP SECTION.



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