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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER~~ ^{TURBO-ELECTRIC} ~~SAILING SHIP~~, TANKER.)

MoB. RPT No. 19089.

Ship's Name "SAN SALVADOR" <i>Furness S.S. Co. Ltd No 445</i>	Official Number 184336	Nationality and Port of Registry <i>British</i>	Gross Tonnage 10802	Date of Build 1950	Port of Survey <i>Middlesbrough</i>
Moulded Dimensions: Length 510.0 ✓ Breadth 69.0 ✓ Depth 37.0 <i>To TOP OF KEEL PLATE.</i>					Date of Survey <i>which Building 1950</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 23,739 ✓ tons					Surveyor's Signature <i>A.P. Scott</i>
Coefficient of fineness for use with Tables .751 ✓					Particulars of Classification <i>+100A1</i> <i>"Carrying Petroleum in Bulk"</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 37.00	(a) Where D is greater than Table depth (D-Table depth) R = 37.07 - 34.00 = 3.07 ✓	Moulded Breadth (B) 69.0 ✓
Stringer plate07	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 3.07 ✓	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{69.0 \times 12}{50} = 16.56$ ✓
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Ship's Round of Beam = 16.75 ✓
Depth for Freeboard (D) = 37.07 ✓		Difference 0.19 ✓
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.19}{4} \times .5156 = -.02$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	128.33	128.33	7'-9"	✓	128.33	Standard Height of Superstructure 7.50 ✓
" overhang ...	-	-	-	-	-	" " R.Q.D. ✓
R.Q.D. enclosed ...	-	-	-	-	-	Deduction for complete superstructure 42.00 ✓
" overhang ...	-	-	-	-	-	Percentage covered $\frac{S}{L} = \frac{128.33}{266.90} = 48.81$ ✓
Bridge enclosed ...	45.83	45.83	8'-0"	✓	45.83	" " $\frac{S_1}{L} =$ } 48.44
" overhang aft ...	3.0	2.25	-	✓	2.25	" " $\frac{E}{L} =$
" overhang forward ...	-	-	-	-	-	Percentage from Table, Line A. TANKER 39.44
Fore enclosed ...	69.50	69.50	7'-6"	✓	69.50	(corrected for absence of forecastle (if required))
" overhang ...	2.25	1.13	-	✓	1.13	Percentage from Table, Line B.
Trunk aft ...	-	-	-	-	-	(corrected for absence of forecastle (if required))
" forward ...	-	-	-	-	-	Interpolation for bridge less than .2L (if required)
Tonnage opening aft ...	-	-	-	-	-	Deduction = 42.00 x .3944 = 16.57 ✓
" " forward ...	-	-	-	-	-	
Total ...	248.91	247.04	-	-	247.04	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	61.00	✓	1	61.00	59.50	59.50	✓	1	59.50
$\frac{1}{2}$ L from A.P. ...	27.145	✓	4	108.58	12.02	12.02	✓	4	48.08
$\frac{3}{4}$ L " ...	6.71	✓	2	13.42	-	-	✓	2	-
Amidships ...	-	✓	4	-	-	-	✓	4	-
$\frac{3}{4}$ L from F.P. ...	13.42	✓	2	26.84	-	-	✓	2	-
$\frac{1}{2}$ L " ...	54.29	✓	4	217.16	17.33	17.33	✓	4	69.32
F.P. ...	122.00	✓	1	122.00	84.00	84.00	✓	1	84.00
Total ...	-	-	-	549.00	-	-	-	-	260.90

Mean actual sheer aft = **59.50**
Mean standard sheer aft = **59.50**
Mean actual sheer forward = **17.33**
Mean standard sheer forward = **17.33**

Length of enclosed superstructure forward of amidships = **13.42**
" " aft of " = **13.42**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{288.10}{18} \left(.75 - \frac{247.04}{266.90} \right) = + 8.10$
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.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 37.07 ✓	Displacement in salt water at summer load water line $\Delta = 21686$
Summer freeboard = 7.94 ✓	Tons per inch immersion at summer load water line $T = 70.71$
Moulded draught (d) = 29.13 ✓	Deduction = $\frac{\Delta}{40 T}$ inches = 7.67 ✓
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.28 = 7$\frac{1}{4}$ ✓	
Addition for Winter North Atlantic Freeboard (if required) = 7.28 + 5.10 = 12.38 = 12$\frac{1}{2}$ ✓	

Deduction for Fresh Water.

TABULAR FREEBOARD corrected for Flush Deck (if required)

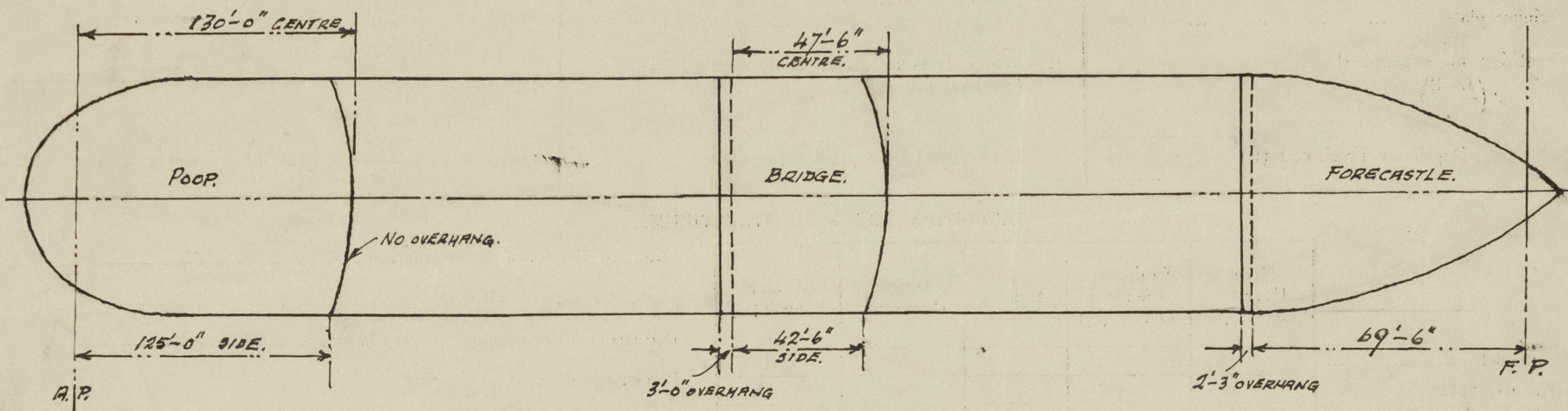
Correction for coefficient $\frac{.751 + .68}{1.36} = \frac{1.431}{1.36}$	89.80 ✓
Depth Correction ... 9.21 ✓	94.49 ✓
Deduction for superstructures ... 16.57 ✓	
Sheer correction ... 8.10 ✓	
Round of Beam correction ... 0.02 ✓	
Correction for Thickness of Deck amidships ...	
Other corrections, scantlings, etc. ...	
Summer Freeboard = 95.21 ✓	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ ^{UPPER} Steel/Deck :-

Tropical Fresh Water Line above Centre of Disc ...	15" ✓	Tropical Fresh Water Freeboard ...	7'-11$\frac{1}{4}$" ✓
Fresh Water Line " " ...	7$\frac{3}{4}$" ✓	Fresh Water " " ...	6'-8$\frac{1}{4}$" ✓
Tropical Line " " ...	7$\frac{1}{4}$" ✓	" " " " ...	7'-3$\frac{1}{2}$" ✓
Winter Line below " " ...	7$\frac{1}{4}$" ✓	Tropical " " ...	7'-4$\frac{1}{2}$" ✓
Winter North Atlantic Line " " ...	12$\frac{1}{2}$" ✓	Winter " " ...	8'-6$\frac{1}{2}$" ✓
		Winter North Atlantic " " ...	8'-11$\frac{3}{4}$" ✓

San Salvador.

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.



ends of erections closed as for full allowance.

POOP

Length at side = 125.00 ✓
 + $\frac{2}{3} \times 5 = 3.33$ ✓
 Equiv. encl. = 128.33 ✓

BRIDGE

Length at side = 42.5 ✓
 + $\frac{2}{3} \times 5 = 3.33$ ✓
 Equiv. encl. = 45.83 ✓
 O/H aft = 3.00 ✓

Trade of ship

Ocean going tanker.

Names of sister ships

"San Silvestre" Furness Yard No 414 is similar though not identical. (poop length max.)

Builder's name and yard number

Furness Yard No 445.

Owners

Eagle Oil Co. Ltd.

Fee £

will be charged with 1cc-entry.



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Foundation