

GENERAL PUEYREDON
42835.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "GENERAL SAN MARTIN"	Official Number ✓	Nationality and Port of Registry ARGENTINE. BUENOS AIRES.	Gross Tonnage 12759.	Date of Build 1951.	Port of Survey Birkenhead
Moulded Dimensions: Length 531.00' Breadth 71.00' Depth 38'-11⁵/₈" <i>To centre of Rudder, Stock on 31'-00" L.W.L.</i>				Date of Survey Whist Building	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 27470 tons				Surveyor's Signature L. S. Philip <i>Harry S. Newton</i>	
Coefficient of fineness for use with Tables 770.				Particulars of Classification #100 RI Carrying Petroleum in Bulk. <i>with Longitudinal framing at Bottom & deck</i>	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 38.99'	(a) Where D is greater than Table depth (D - Table depth) R = (39.08 - 35.40) 3 = +11.04	Moulded Breadth (B) 71.00'
Stringer plate 1.08"	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 17.04$
Sheathing on exposed deck NIL.		Ship's Round of Beam = 17.00"
$T \left(\frac{L-S}{L} \right) =$		Difference .04
Depth for Freeboard (D) = 39.08.	If restricted by superstructures	Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.04}{4} \times 5433 = +.01"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
SEE SKETCH. Poop enclosed <i>Equin</i> ...	125.33	125.33	8'-0"	✓	125.33	Standard Height of Superstructure 7.50'
" overhang ...						" " R.Q.D. ✓
R.Q.D. enclosed ...						Deduction for complete superstructure 42.00'
" overhang ...						Percentage covered $\frac{S}{L} = 45.81$
SEE SKETCH. Bridge enclosed <i>Equin</i> ...	43.67	43.67	8'-0"	✓	43.67	" " $\frac{S_1}{L} = 45.67$
" overhang aft ...	3.00	2.25			2.25	" " $\frac{E}{L} =$
SEE SKETCH. " overhang forward ...	71.25	71.25	8'-0"	✓	71.25	Percentage from Table, Line A: TANKER 36.67
F'ele enclosed ...						(corrected for absence of forecastle (if required))
" overhang ...						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 36.67 = -15.40"
" " forward ...						
Total ...	243.25	242.50			242.50	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	63.10	✓	1	63.10	62.94	63.10	✓	1	63.10
$\frac{1}{2}$ L from A.P. ...	28.08	✓	4	112.32	28.06	28.08	✓	4	112.32
$\frac{3}{8}$ L " ...	6.94	✓	2	13.88	7.19	6.94	✓	2	13.88
Amidships ...	✓	4					4		
$\frac{3}{8}$ L from F.P. ...	13.88	✓	2	27.76	14.06	14.06	✓	2	28.12
$\frac{1}{2}$ L " ...	56.16	✓	4	224.64	55.56	55.56	✓	4	222.24
F.P. ...	126.20	✓	1	126.20	126.06	126.06	✓	1	126.06
Total ...				567.90					565.72

Mean actual sheer aft = **Excess**

Mean standard sheer aft =

Mean actual sheer forward = **Deficient**

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **TANKER.**

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{2.18}{18} \left(\frac{.75 - .2291}{.5209} \right) = +.06"$

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 = **39.08.**

Summer freeboard = **8.04.**

Moulded draught (d) = **31.04.**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **7.76 = 7 $\frac{3}{4}$ "**

Addition for Winter North Atlantic Freeboard (if required) = **7.76 + 5.31 = 13.07 = 13"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta = 25619$

Tons per inch immersion at summer load water line **T = 76.89.**

Deduction = $\frac{\Delta}{40 T}$ inches = **8.33 = 8 $\frac{1}{4}$ "**

EXT. = **EXTD T.P.I. 32.00' - 26425 77.32**

31.00' - 25504 76.83

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.77 + .69}{1.36} = 1.45/1.36$

	+	-
Depth Correction	11.04	✓
Deduction for superstructures	✓	15.40
Sheer correction	.06	✓
Round of Beam correction	.01	✓
Correction for Thickness of Deck amidships	✓	✓
Other corrections, scantlings, etc.	✓	✓

Summer Freeboard = **96.49**

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

Tropical Fresh Water Line above Centre of Disc	16"
Fresh Water Line	8 $\frac{1}{4}$ "
Tropical Line	7 $\frac{3}{4}$ "
Winter Line below	7 $\frac{3}{4}$ "
Winter North Atlantic Line	13"

Tropical Fresh Water Freeboard	6'-0 $\frac{1}{2}$ "
Fresh Water	7'-4 $\frac{1}{4}$ "
Tropical	7'-4 $\frac{1}{4}$ "
Winter	8'-8 $\frac{1}{4}$ "
Winter North Atlantic	9'-1 $\frac{1}{2}$ "

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.

Poop Bhd. Length at Side = 122.0' ✓
 $\frac{2}{3} \times 5 = \frac{3.33}{125.33} = \text{Equiv Length.}$

Bridge Deck. Length at Side = 38.50' ✓
 $\frac{2}{3} \times 7.75 = \frac{5.17}{43.67} = \text{Equiv Length.}$
 3.00. ✓ Overhang aft.
 No allowance for overhang fwd.

Shun fwd:

ACTUAL.

126.06.	1	126.06.
55.56.	3	166.68
14.06.	3	42.18
-	1	-
		<u>334.92</u>

STAMP.

126.20.	1	126.20.
56.16.	3	168.48
13.88.	3	41.64
-	1	-
		<u>336.32.</u>

Shun Aft

ACTUAL.

62.94	1	62.94
28.06.	3	84.18
7.19	3	21.57
-	1	-
		<u>168.69</u>

STAMP.

63.10	1	63.10.
28.08.	3	84.24.
6.94	3	20.82.
-	1	-
		<u>168.16</u>

Trade of ship INTERNATIONAL.

Names of sister ships MESSRS CAMMELL LAIRD'S YARD NOS 1204/5 & 6.

Builder's name and yard number MESSRS CAMMELL LAIRD'S YARD N° 1203. 39997

Owners Instituto Argentino Para La Promocion Del Intercambio.

Fee £ 36. - -



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