

Lloyd's Register of Shipping.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
"GENERAL PUEYREDON"	✓	ARGENTINE BUENOS AIRES.	12741	1951	BIRKENHEAD. ✓
					Date of Survey: WHILST BUILDING. ✓
Moulded Dimensions: Length 531.00' ✓ Breadth 71.00' ✓ Depth 39.00' ✓ To & of RUDDER STOCK on 31.0' L.N.L.					Surveyor's Signature: L. S. Phillip ✓ H. S. Newton ✓
Moulded displacement at moulded draught = 85 per cent. of moulded depth 27470 ✓ tons					Particulars of Classification: +100A1 ✓ "CARRYING PETROLEUM IN BULK" ✓ LONGER FIRMING AT BOTTOM & DECK
Coefficient of fineness for use with Tables 0.769 ✓					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>39.00</u>	(a) Where D is greater than Table depth ✓ (D-Table depth)/R = <u>(39.09-35.40)/3 = +11.07</u>	Moulded Breadth (B) <u>71.00</u> ✓
Stringer plate <u>1.08"</u> <u>.09</u>	(b) Where D is less than Table depth (if allowed) ✓ (Table depth-D) R = <u>3.69</u>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>17.04</u> ✓
Sheathing on exposed deck <u>NONE.</u>		Ship's Round of Beam = <u>17"</u> ✓
$T \left(\frac{L-S}{L} \right) =$		Difference <u>1-</u> <u>.04.</u> ✓
Depth for Freeboard (D) = <u>39.09</u>	If restricted by superstructures ✓	Restricted to ✓
		Correction = $\frac{\text{Diff}^c}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>.04</u> \times <u>.5433</u> ✓ <u>4</u> = <u>+ .01"</u>

SEE SKETCH

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
SEE SKETCH Poop enclosed	125.33 ✓	125.33 ✓	8.0.	✓	125.33 ✓
" overhang	—				
R.Q.D. enclosed	—				
" overhang	—				
SEE SKETCH Bridge enclosed	43.67 ✓	43.67 ✓	8.0.	✓	43.67 ✓
" overhang aft	3.0 ✓	2.25 ✓			2.25 ✓
SEE SKETCH " overhang forward	—	—			
" F'cle enclosed	71.25 ✓	71.25 ✓	8.0.	✓	71.25 ✓
" overhang					
" Trunk aft					
" forward					
" Tonnage opening aft					
" " forward					
" Total	243.25	242.50			242.50

SEE SKETCH

SEE SKETCH

Standard Height of Superstructure 7.50 ✓

" " R.Q.D. —

Deduction for complete superstructure 42.00 ✓

Percentage covered $\frac{S}{L} = 45.81$ ✓

" " $\frac{S_1}{L} =$ } 45.67 ✓

" " $\frac{E}{L} =$ }

Percentage from Table, Line A. TANKER. 36.67 ✓
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than $\cdot 2L$ (if required)

Deduction = $42.00 \times .3667 = -15.40$ ✓

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	63-10	1	63-10	62-875	62-875	1	62-875
$\frac{1}{8}$ L from A.P. ...	28-08	4	112-32	27-50	27-50	4	110-000
$\frac{2}{8}$ L „ ...	6-94	2	13-88	6-875	6-875	2	13-750
Amidships ...	—	4	—	—	—	4	—
$\frac{2}{8}$ L from F.P. ...	13-88	2	27-76	13-625	13-625	2	27-250
$\frac{1}{8}$ L „ ...	56-16	4	224-64	55-00	55-00	4	220-000
F.P. ...	126-20	1	126-20	125-75	125-75	1	125-750
Total ...			567-90				559-625

Mean actual sheer aft
Mean standard sheer aft = Deficient ✓

Mean actual sheer forward
Mean standard sheer forward = Deficient ✓

Length of enclosed superstructure forward of amidships =
L
" " aft of " = } TANKER. ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8.28}{18} \left(.75 - \frac{.5209}{2} \right) = +0.24"$
 If limited on account of midship superstructure. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p style="text-align: right;">Ft. ✓</p> <p>Depth to Freeboard Deck = <u>39.09</u></p> <p>Summer freeboard = <u>8.06</u></p> <p>Moulded draught (d) = <u>31.03</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>7.76 = 7 ³/₄</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>7.76 + 5.31 = 13.07 = 13"</u></p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line $\Delta = 25619$</p> <p>Tons per inch immersion at summer load water line $T = 76.89$</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = <u>8 ¹/₄</u></p> <p><i>ENT. DEPT. 32.00' 31.00'</i> <i>FT. 26.25 25.504</i> <i>T.P.I. 77.32 76.83</i></p>	<p>TABULAR FREEBOARD <small>corrected for Flush Deck (if required)</small></p> <p>Correction for coefficient $\frac{.769 + .68}{1.36} = \frac{1.449}{1.36}$</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="width: 10%; text-align: center;">+</th> <th style="width: 10%; text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ✓</td> <td style="text-align: center;">11.07</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Deduction for superstructures ✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">15.40</td> </tr> <tr> <td>Sheer correction ✓</td> <td style="text-align: center;">.24</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Round of Beam correction ✓</td> <td style="text-align: center;">.01</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ✓</td> <td style="text-align: center;">✓</td> <td style="text-align: center;">✓</td> </tr> <tr> <td></td> <td style="text-align: center;">11.32</td> <td style="text-align: center;">15.40</td> </tr> </tbody> </table> <p style="text-align: right;">Summer Freeboard = <u>96.63</u></p>		+	-	Depth Correction ✓	11.07	✓	Deduction for superstructures ✓	✓	15.40	Sheer correction ✓	.24	✓	Round of Beam correction ✓	.01	✓	Correction for Thickness of Deck amidships ... ✓	✓	✓	Other corrections, scantlings, etc. ... ✓	✓	✓		11.32	15.40
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :—

Tropical Fresh Water Line above Centre of Disc	... 16 ✓	Tropical Fresh Water Freeboard	... 6' 8 3/4 ✓
Fresh Water Line	... 8 1/4 ✓	Fresh Water	... 7' 4 1/2 ✓
Tropical Line	... 7 3/4 ✓	Tropical	... 7' 5 ✓
Winter Line below	... 7 3/4 ✓	Winter	... 8' 8 1/2 ✓
Winter North Atlantic Line	... 13 ✓	Winter North Atlantic	... 9' 1 3/4 ✓

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' ✓
 $\frac{2}{3} \times 5' = 3.33' ✓$
 Equiv. length = 125.33' ✓

Bridge — Length at side = 38.50' ✓
 $\frac{2}{3} \times 7.75' = 5.17' ✓$
 Equiv. length = 43.67' ✓

Overhang aft = 3.00' ✓

No allowance for overhang for'd ←

SHEER FOR'D

ACTUAL

125.75	— 1	— 125.75
55.00	— 3	— 165.00
13.625	— 3	— 40.875
—	— 1	—
		<u>331.625</u>

STANDARD

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

SHEER AFT.

ACTUAL

62.875	1	62.875
27.50	3	82.500
6.875	3	20.625
—	1	—
		<u>166.000</u>

STANDARD

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 CAMMEL LAIRD'S 1203

Builder's name and yard number CAMMEL LAIRD'S 1204

Owners YACIMIENTOS PETROLIFEROS FISCALES

Fee £

[Signature]



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Foundation