

*America 35548
Imprial 35638*

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

OCT 23 1937

Index. No.

35436

(For London Office only).

Ship's Name CORIADO (Mess. Nakslov Skibsværft. Yard N° 82.)	Official Number <i>not known</i>	Nationality and Port of Registry <i>Chilian. Valparaiso.</i>	Gross Tonnage <i>not known</i>	Date of Build <i>1937</i>	Port of Survey <i>Copenhagen (Nakslov).</i>
Moulded Dimensions: Length <i>124.97m (410.0')</i> Breadth <i>17.68m (58.0')</i> Depth <i>10.287m (33.75')</i>					Date of Survey <i>18th October 1937</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>13620 m³ = 13742 / tons</i>					Surveyor's Signature <i>2/ D. Lyderum.</i>
Coefficient of fineness for use with Tables <i>.705 /</i>					Particulars of Classification <i>*100.A.1. with freeboard (Class: construction).</i>

Depth for Freeboard (D). Moulded depth ... <i>33.75</i> Stringer plate ($\frac{1}{2}$ in) ... <i>1.35</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \frac{2.48}{12} \times .7028 = .14$ Depth for Freeboard (D) = <i>33.93</i>	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (33.93 - 27.33) \times 3 = + 19.80$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>6.60 /</i> If restricted by superstructures <i>-</i>	Round of Beam correction. Moulded Breadth (B) <i>17.68 Met. = 58.0'</i> Standard Round of Beam = $\frac{B \times 12}{50} = 13.92$ Ship's Round of Beam = <i>150 mm = 5.90</i> Difference <i>8.02</i> Restricted to Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{8.02}{4} \times .747 = + 1.50$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>42.78</i>	<i>42.78</i>	<i>7.50</i>	<i>-</i>	<i>42.78</i>
" overhang ...	<i>None</i>				
R.Q.D. enclosed ...	<i>✓</i>				
" overhang ...	<i>✓</i>				
Bridge enclosed <i>open</i> ...	<i>35.93</i>	<i>17.96</i>	<i>8.01</i>	<i>-</i>	<i>17.96</i>
" overhang aft ...	<i>✓</i>				
" overhang forward ...	<i>✓</i>				
F'cle enclosed ...	<i>42.81</i>	<i>42.81</i>	<i>8.01</i>	<i>-</i>	<i>42.81</i>
" overhang ...	<i>33</i>	<i>17</i>			<i>17</i>
Trunk aft ...	<i>✓</i>				
" forward ...	<i>✓</i>				
Tonnage opening aft ...	<i>✓</i>				
" forward ...	<i>✓</i>				
Total ...	<i>121.85</i>	<i>103.72</i>			<i>103.72</i>

Standard Height of Superstructure *7.50* ✓
 " " R.Q.D. *✓*
 Deduction for complete superstructure *42* ✓
 Percentage covered $\frac{S}{L} = 29.72$ ✓
 " " $\frac{S_1}{L} = 25.30$ ✓
 " " $\frac{E}{L} = 25.30$ ✓
 Percentage from Table, Line A. *12.65* ✓
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B. *16.04* ✓
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than 2L (if required) $12.65 + (3.39 \times \frac{17.96}{82}) = 13.39$ ✓
 Deduction = $42 \times 1.339 = - 5.62$ ✓

SHEER CORRECTION.

Station	Standard Ordinate	S-M	Product	Actual Ordinate	Effective Ordinate	S-M	Product
A.P. ...	<i>51.00</i>	<i>1</i>	<i>51.00</i>	<i>1295</i>	<i>50.99</i>	<i>1</i>	<i>50.99</i>
$\frac{1}{2}$ L from A.P. ...	<i>22.695</i>	<i>4</i>	<i>90.78</i>	<i>575</i>	<i>22.64</i>	<i>4</i>	<i>90.56</i>
$\frac{3}{8}$ L " ...	<i>5.61</i>	<i>2</i>	<i>11.22</i>	<i>145</i>	<i>5.71</i>	<i>2</i>	<i>11.42</i>
Amidships ...	<i>-</i>	<i>4</i>	<i>-</i>	<i>0</i>	<i>-</i>	<i>4</i>	<i>-</i>
$\frac{3}{8}$ L from F.P. ...	<i>11.22</i>	<i>2</i>	<i>22.44</i>	<i>290</i>	<i>11.42</i>	<i>2</i>	<i>22.84</i>
$\frac{1}{2}$ L " ...	<i>45.39</i>	<i>4</i>	<i>181.56</i>	<i>1150</i>	<i>45.28</i>	<i>4</i>	<i>181.12</i>
F.P. ...	<i>102.00</i>	<i>1</i>	<i>102.00</i>	<i>2590</i>	<i>101.97</i>	<i>1</i>	<i>101.97</i>
Total ...			<i>459.00</i>				<i>458.90</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{.10}{18} \left(.75 - \frac{.1486}{.6014} \right) = \text{Negligible}$
 If limited on account of midship superstructure.

Mean actual sheer aft =
 Mean standard sheer aft = } *Standard* ✓
 Mean actual sheer forward =
 Mean standard sheer forward = }
 Length of enclosed superstructure forward of amidships = } *Nil.* ✓
 " " aft of " = }

Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

Ft.
 Depth to Freeboard Deck = *34.00*
 Summer freeboard = *11.08*
 Moulded draught (d) = *22.92*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *5.73* ✓
 = *146* ✓
 Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 10700$ ✓
 Tons per inch immersion at summer load water line
 $T = 44.2$ ✓
 Deduction = $\frac{\Delta}{40T}$ inches = *6.05* ✓
 = *154* ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)
 Correction for coefficient $\frac{.705 + .68}{1.36} = \frac{1.385}{1.36}$ ✓

	+	-
Depth Correction ...	<i>19.80</i>	<i>-</i>
Deduction for superstructures ...	<i>-</i>	<i>5.62</i>
Sheer correction ...	<i>-</i>	<i>-</i>
Round of Beam correction ...	<i>1.50</i>	<i>-</i>
Correction for Thickness of Deck amidships ...	<i>.80</i>	<i>-</i>
Other corrections, scantlings, etc. (corrected for)	<i>40.55</i>	<i>-</i>
Summer Freeboard =	<i>133.00</i>	<i>✓</i>

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

Tropical Fresh Water Line above Centre of Disc ...	<i>300</i> ✓
Fresh Water Line " " ...	<i>154</i> ✓
Tropical Line " " ...	<i>146</i> ✓
Winter Line below " " ...	<i>146</i> ✓
Winter North Atlantic Line " " ...	<i>✓</i>

Tropical Fresh Water Freeboard ...	<i>3078</i> ✓
Fresh Water " " ...	<i>3224</i> ✓
Tropical " " ...	<i>3232</i> ✓
Winter " " ...	<i>3524</i> ✓
Winter North Atlantic " " ...	<i>✓</i>

5 - NOV 1937

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RECEIVED

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..... *Chile - U.S.A.*

Names of sister ships..... *Mrs. Nakskov Skibsværft's Yard N^{os} 83-84.*

Builder's name and yard number..... *Mrs. Nakskov Skibsværft's Yard N^o 82.*

Owners..... *Companhia Sud-Americana de Vapores, Valparaiso, Chile.*

Fee £ *To be charged with first entry.*



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