

CIVIDAD DE MEDALLIN  
42137

Rpt. 010 (Comp.).

GLASGOW REPORT NO. 47621.

Index No. 43158  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

Ship's Name <b>"CIUDAD DE BARQUISIMETO"</b>	Official Number	Nationality and Port of Registry <b>VENEZUELAN LA GUAIRA</b>	Gross Tonnage <b>8965</b>	Date of Build <b>1951</b>	Port of Survey <b>GLASGOW</b>
Moulded Dimensions: Length <b>396.00'</b> Breadth <b>55.00'</b> Depth <b>24.50'</b>					Date of Survey <b>WHILST BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>8965</b> tons					Surveyor's Signature <i>Wharmillan</i>
Coefficient of fineness for use with Tables <b>.692</b>					Particulars of Classification <b>100 A.1.</b>

**DEPTH FOR FREEBOARD (D).**

Moulded depth ... **24.50**

Stringer plate ... **.38** ... **.03**

Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) = \text{NIL.}$

Depth for Freeboard (D) = **24.53**

**DEPTH CORRECTION.**

(a) Where D is greater than Table depth  
(D-Table depth) R =

(b) Where D is less than Table depth (if allowed)  
(Table depth-D) R =

**(26.40 - 24.53) 3 = -5.61.**

If restricted by superstructures

**ROUND OF BEAM CORRECTION.**

Moulded Breadth (B) = **55.00**

Standard Round of Beam =  $\frac{B \times 12}{5000} = \text{NIL.}$

Ship's Round of Beam = **NIL.**

Difference = **-13.20**

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{13.20}{4} \times .006 = +.02"$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	29.75	29.75			29.25
" overhang	.50	.25			.25
R.Q.D. enclosed	-	-			-
" overhang	-	-			-
Bridge enclosed	361.25	361.25	9.00		361.25
" overhang aft	-	-			-
" overhang forward	-	-			-
F'cle enclosed	-	-			-
" overhang	-	-			-
Trunk aft	-	-			-
" forward	-	-			-
Tonnage opening aft	4.50	2.38			2.38
" " forward	-	-			-
Total	396.00	393.63			393.63

Standard Height of Superstructure **7.46**

R.Q.D. **NIL.**

Deduction for complete superstructure **41.73**

Percentage covered  $\frac{S}{L} = 100$

" "  $\frac{S_1}{L} = 99.40$

" "  $\frac{E}{L} = 99.26$

Percentage from Table, Line A. **+6** (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 = **41.73 x 99.26 = -41.42"**

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	49.60	1	49.60	49.75	68.23	1	68.23		
$\frac{1}{2}$ L from A.P. ...	22.07	4	88.28	22.25	30.36	4	121.44		
$\frac{3}{4}$ L    "    ...	5.455	2	10.91	5.62	7.51	2	15.02		
Amidships ...	-	4	-	-	-	4	-		
$\frac{1}{2}$ L from F.P. ...	10.91	2	21.82	11.12"	12.92	2	25.84		
$\frac{3}{4}$ L    "    ...	44.14	4	176.56	44.12"	52.28	4	209.12		
F.P. ...	99.20	1	99.20	99.00	117.48	1	117.48		
Total ...			446.37	+18.48			537.13		

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{110.76}{18} \times .25 = -1.54"$

If limited on account of midship superstructure.

Actual T.O. L. **9.00**

Standard " **7.46**

Excess **1.54**

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Excess

ess/T.O.

### Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **24.53**

Summer freeboard = **1.85**

Moulded draught (d) = **22.68**

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **5.67 = 5 $\frac{3}{4}$ "**

Addition for Winter North Atlantic Freeboard (if required) =

### Deduction for Fresh Water.

SEE OVER.

Displacement in salt water at summer load water line

$\Delta = 9976$

Tons per inch immersion at summer load water line

T = **42.76**

Deduction =  $\frac{\Delta}{40 T}$  inches

= **5.83**

= **5 $\frac{3}{4}$ "**

### TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{.68 + .642}{1.36} = \frac{1.322}{1.36}$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
	5.61
	41.42
	1.54
.02	-
-	-
-	-
.02	48.57
Summer Freeboard = <b>22.32</b>	

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

Tropical Fresh Water Line above Centre of Disc	...	11 $\frac{1}{2}$ "
Fresh Water Line	"	5 $\frac{3}{4}$ "
Tropical Line	"	5 $\frac{3}{4}$ "
Winter Line below	"	5 $\frac{3}{4}$ "
Winter North Atlantic Line	"	...

Tropical Fresh Water Freeboard	...	10 $\frac{3}{4}$ "
Fresh Water	"	1 - 4 $\frac{1}{2}$ "
Tropical	"	1 - 4 $\frac{1}{2}$ "
Winter	"	2 - 4"
Winter North Atlantic	"	...

# "CIUDAD DE BARQUISIMETO"

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.

EXTREME DISPLACEMENT (TONS S.W.) AT 23.00' MOULDED DRAUGHT = 10,140. T.P.1" = 42.90.  
 " " " " 22.50' " " = 9,884 " = 42.68.

HALF BREADTH OF SUPERSTRUCTURE DECK AT MID-LENGTH OF TONNAGE HATCH = 24.40'

HALF BREADTH " " " " = 10.00'

THE APPROVED PLANS FOR THIS VESSEL HAVE BEEN FORWARDED TO LONDON OFFICE WITH FIRST ENTRY REPORT FOR PREVIOUS SISTER VESSEL. PLAN OF PONTOON TYPE HATCH COVERS, AND FREEBOARD REQUEST FORM, HEREWITH.

THE FOLLOWING PARTICULARS ARE GIVEN FOR INFORMATION IN THE EVENT OF THE TONNAGE HATCH BEING CLOSED AT A FUTURE DATE:-

MOULDED DEPTH TO SUPERSTRUCTURE DECK = 33.50'

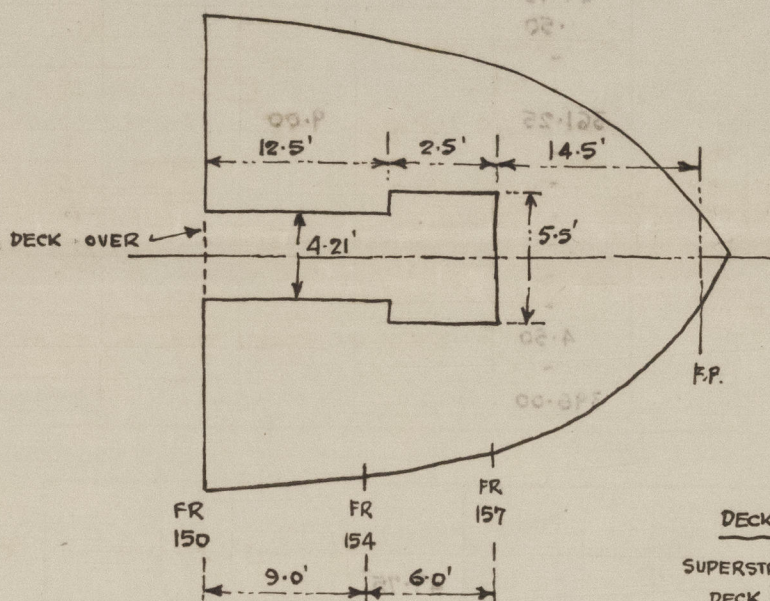
MOULDED DISPLACEMENT AT 85% MOULDED DEPTH TO SUPERSTRUCTURE DECK = 12,948 TONS

THICKNESS OF STRINGER PLATE ON SUPERSTRUCTURE DECK = 0.65"

ROUND OF BEAM ON SUPERSTRUCTURE DECK = 13.75"

FORECASTLE ON SUPERSTRUCTURE DECK AS SHOWN HEREON:- HEIGHT = 7.50', SCANTLINGS OF END BULKHEAD GIVEN ON REPORT C.II.

SHEATHING ON SUPERSTRUCTURE DECK = 26.00' x 2.50" THICK.



DECK 1/2 BREADTHS		
	SUPERSTRUCTURE DECK	FOCSE DECK
FR 150	16.00'	20.08'
" 154	13.09'	17.44'
" 157	10.84'	15.22'

Trade of ship INTERNATIONAL.

Names of sister ship/ "CIUDAD DE MEDELLIN" (FAIRFIELD S.B. & E. CO YARD N° 752)

Builder's name and yard number FAIRFIELD SHIPBUILDING & ENGINEERING CO LP YARD N° 753.

Owners FLOTA MERCANTE GRANCOLOMBIANA S.A.

Fee £ WILL BE CHARGED WITH FIRST ENTRY REPORT.



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