

Amended computation for reduced tanker tabular freeboard.

LLOYD'S REGISTER OF SHIPPING SURVEYS FOR FREEBOARD

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

For LONDON OFFICE ONLY

Received
 Index No.
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 Owners C11

Ship's Name ESSO BALBOA <i>ex ESO Norwich</i>	Official Number	Nationality and Port of Registry Panama	Gross Tonnage	Date of Build 1959
Moulded Dimensions: Length 660' Breadth 90' Depth 47'				
Freeboard Length to ♀ of rudderstock				
Moulded displacement at moulded draught = 85 per cent. of moulded depth 54000 tons (excluding bossing)				
Coefficient of fineness for use with Tables 0.796				

Port of Survey

Date of Survey **13/9/62**

Surveyor's Signature

Particulars of Classification **+ 100 A1**
CARRYING PETROLEUM IN BULK.

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 47.00	(a) Where D is greater than Table depth (D-Table depth) R = + 9.33"	Moulded Breadth (B)
Stringer plate 0.11	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Wood Sheathing on exposed deck	If restricted by superstructures	Ship's Round of Beam =
$T \left(\frac{L-S}{L} \right) =$		Difference
Depth for Freeboard (D) = 47.11'		Restricted to
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$ + 0.07"

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

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

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

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

Percentage from Table, Line A. (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 = **14.30"**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.			1					1	
$\frac{1}{4}L$ from A.P.			4					4	
$\frac{2}{4}L$ "			2					2	
Amidships	0		4	0	0	0		4	0
$\frac{3}{4}L$ from F.P.			2					2	
$\frac{1}{4}L$ "			4					4	
F.P.			1					1	
Total									

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 " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ **+ 16.21"**

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{4}$ ins. per 100ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **47.11'**

Summer freeboard = **11.55'**

Moulded draught (d) = **35.56'**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta =$ **48615**

Tons per inch immersion at summer load water line $T =$ **122.66**

Deduction = $\frac{\Delta}{40 T}$ inches = **9.91"**

= **252 m/m.**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient **1.476**

1.30

	+	-
Depth Correction	9.33	-
Deduction for superstructures	-	14.30
Sheer correction	16.21	-
Round of Beam correction	0.07	-
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
25.61	14.30	+ 11.31

117.30 ✓

127.30 ✓

A.R.

13.9.62

Summer Freeboard = 138.61 ✓

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

Tropical Fresh Water Line above Centre of Disc	...	4.78 m/m
Fresh Water Line	"	2.52
Tropical Line	"	2.26
Winter Line below	"	2.26
Winter North Atlantic Line	"	3.93

Tropical Fresh Water Freeboard	...	3521 m/m
Fresh Water	...	3043
Tropical	...	3269
Winter	...	3295
Winter North Atlantic	...	3747
	...	3914

18 SEP 1962