

Toronto 28196  
Rpt. Q.11.

B.T. COPY

23 JUN 1932

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

Index No. 28109  
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having Shelter Deck and Forecastle  
V/S N.Y. 16, 3dam In London  
Long 11, 5mch (Type of Superstructures.)

Ship's Name SS "New Texas" Nationality and Port of Registry Liverpool British Official Number 140653 Gross Tonnage 6568 Date of Build 1919-9

Port of Survey New York  
Date of Survey June 14 E. 1932  
Name of Surveyor W. H. Bennett

Moulded Dimensions: Length 211.5 Breadth 35.46 Depth 38.02 (Shelter Deck)  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16590 tons  
Coefficient of fineness for use with Tables 786

Particulars of Classification +100 A1  
Shelter Deck with freeboard  
Carrying 1000 tons of cargo

Depth for Freeboard (D)  
Moulded depth ... .. 38.04  
Stringer plate ... .. .05  
Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$  ... ..  
Depth for Freeboard (D) = 38.09

Depth correction  
(a) Where D is greater than Table depth  
(D-Table depth) R =  $(38.09 - 27.43) \times 3 = +31.98$   
(b) Where D is less than Table depth (if allowed)  
(Table depth-D) R = ... ..  
If restricted by superstructures ... ..

Round of Beam correction  
Moulded Breadth (B) 55.46  
Standard Round of Beam =  $\frac{B \times 12}{50} = 13.31$   
Ship's Round of Beam = 12.5  
Difference Deficient 0.81  
Restricted to ... ..  
Correction =  $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{0.81^2}{4} \times \left( 1 - \frac{12.5}{211.5} \right) = +0.0455$   
= +0.05

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
... overhang ... ..					
R.Q.D. enclosed ... ..					
... overhang ... ..					
Bridge enclosed ... ..					
... overhang aft ... ..					
... overhang forward ... ..					
Forecastle enclosed ... ..					
... overhang ... ..					
Trunk aft ... ..					
... forward ... ..					
Tonnage opening aft ... ..					
... forward ... ..					
Total ... ..	<u>40.0</u>	<u>22.45</u>	<u>7.5</u>		<u>22.45</u>

Standard Height of Superstructure 7'-6"  
" " R.Q.D. ... ..  
Deduction for complete superstructure 42.00  
Percentage covered  $\frac{S}{L} = 9.72$   
" "  $\frac{S_1}{L} = 5.45$   
" "  $\frac{E}{L} = 5.45$   
Percentage from Table, Line A. 2.725  
(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 =  $42.00 \times 0.2725 = 11.4$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>51.15</u>	1		<u>51.15</u>	<u>82.0</u>	<u>82.00</u>	1		<u>82.00</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>22.76</u>	4		<u>91.04</u>	<u>26.1</u>	<u>20.00</u>	4		<u>80.00</u>
$\frac{2}{3}$ L " ... ..	<u>5.62</u>	2		<u>11.24</u>	<u>6.5</u>	<u>0</u>	2		<u>0</u>
Amidships ... ..		4					4		
$\frac{2}{3}$ L from F.P. ... ..	<u>11.25</u>	2		<u>22.50</u>	<u>6.2</u>	<u>0</u>	2		<u>0</u>
$\frac{1}{2}$ L " ... ..	<u>45.83</u>	4		<u>182.12</u>	<u>24.9</u>	<u>19.00</u>	4		<u>76.00</u>
F.P. ... ..	<u>102.30</u>	1		<u>102.30</u>	<u>96.0</u>	<u>96.00</u>	1		<u>96.00</u>
Total ... ..				<u>460.35</u>					<u>334.00</u>

Mean actual sheer aft = Def.  
Mean standard sheer aft = Def.  
Mean actual sheer forward = Deficient  
Mean standard sheer forward = Deficient  
Length of enclosed superstructure forward of amidships = 1  
" " aft of " = 1

Hand. Sheer fwd. Actual  
11.25 3 33.75 0 3  
45.83 3 136.59 19.00 3 57.00  
102.30 1 102.30 96.00 1 96.00  
272.64 153.00 272.64  
= .5612

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \text{Deficient } \frac{126.35}{18} \left( \frac{.75 - .0486}{2} \right) = +4.92$   
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 = 38.09 Ft.  
Summer freeboard = 9.98  
Moulded draught (d) = 28.11  
Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 7.03 = 7"  
Addition for Winter North Atlantic Freeboard, (if required) = ... ..

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 14374$   
Tons per inch immersion at summer load water line  
T = 46.0  
Deduction =  $\frac{\Delta}{40T}$  inches = 7.81

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient	+ 786 + 68 = 1466	- 1.36	1.36
Depth Correction ... ..	31.48		
Deduction for superstructures ... ..		1.14	
Sheer correction ... ..	4.92		
Round of Beam correction ... ..	3.15		
Correction for Thickness of Deck amidships ... ..			
Other corrections, scantlings, etc. ... ..			
	0.05	1.14	+ 38.91

Summer Freeboard = 119.85

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

Tropical Fresh Water Line above Centre of Disc ... ..	<u>14.3</u>	Tropical Fresh Water Freeboard ... ..	<u>8 - 11.3</u>
Fresh Water Line " " ... ..	<u>7.2</u>	Fresh Water " " ... ..	<u>8 - 9</u>
Tropical Line " " ... ..	<u>7</u>	Tropical " " ... ..	<u>9 - 4</u>
Winter Line " " below " " ... ..	<u>7</u>	Winter " " ... ..	<u>9 - 4.3</u>
Winter North Atlantic Line " " below " " ... ..	<u>7</u>	Winter North Atlantic " " ... ..	<u>10 - 6.2</u>

RECEIVED 21 MAR 1936

RECEIVED 21 NOV 1932

New Texas

Particulars of fiddley, funnel and ventilator coamings:—

Fiddley has 5½" angle bar coaming riveted to steel Boat deck. Fiddley secured by satisfactory steel cone secured from below. No openings or funnel which is riveted to steel Boat deck. P.R. skylight, coaming is 1½" at sides, 10" center. Closed with strong steel hinged flaps, secured from below.

There are two - 21" dia. vents, to E.R. - 5ft. coaming x ¾". Above Boat deck, no stays  
and two - 30" " " " B.R. - 10ft. " " x 3/8" " " " Provided wood cone and cone

None.

Access to Crews' quarters at after end is through a strong steel companionway. This has two steel-hinged doors, each 62" x 24", 15" thick. Doors are fitted with handles, operable from either side. ✓

Particulars of Gangway Cargo and Coaling Ports :—

None

Cast steel deadlights are fitted on all portlights in tween deck accommodation space at aft end. None situated elsewhere, except inside forecove space, which also have c.s. deadlights fitted.

Closed bulwark for a portion  $\alpha$  (see sketch). Elsewhere, and on forecastle deck - open rails. Both bulwark and open rails are 42" high, latter has three rails. Bulwark has 6" B.P. rail, and stays 5 ft. apart.

No gangway required. Lifelines are arranged by the master when needed.

State position of each freeing port ... .. } *After Well:—Ends of bulwark. Lower edge 3½" above deck.*  
(P. and A. position and height above deck edge) } *Forward Well:—*  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— *Two bars on each.*

Trunk, Forward ... ..	✓						62x24 I.P.S.	18	-	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	5/8	5/16	3 1/2 x 5 x 1/4 O.R.	36"	none		to Deckhead	15	-	8'
Exposed Machinery Casings on Superstructure Decks ... ..	✓						63x28 I.P.S.	18	-	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓						First Framing	18	-	
							63x23 I.P.S.	18	-	
							2nd Framing	18	-	
							63x25 I.P.S.	18	-	
							Ex. casing over inside	18	-	
Deckhouses on Flush Deck Ships ...	✓									

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

[illegible]

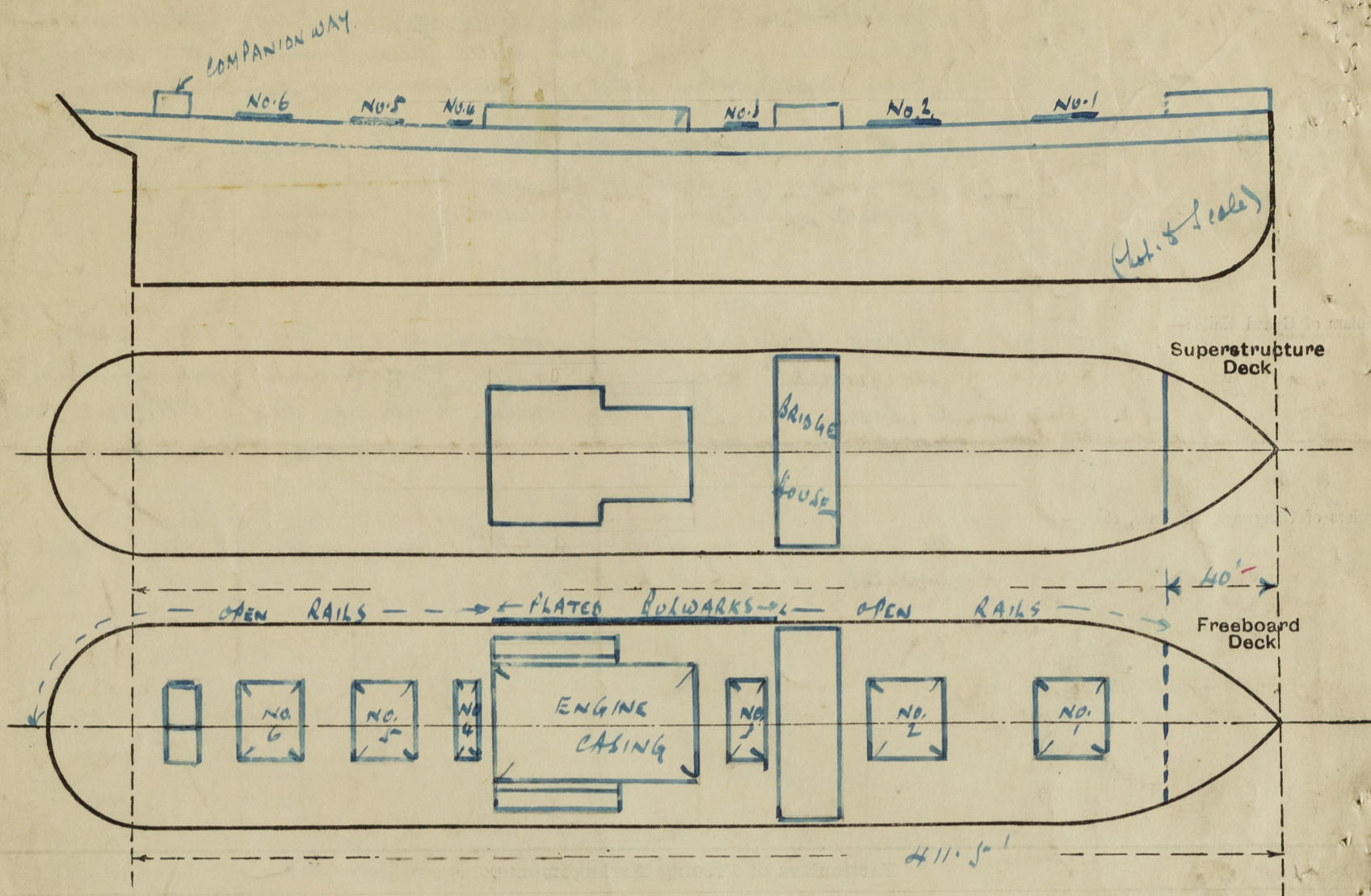
Capable of being closed from both sides from

**L** Lloyd's Register Foundation

0021914-002205-0079<sup>2</sup>/<sub>2</sub>

New Texas

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:—

Vessel damaged while lying at pier A. "Quebec" Brooklyn, N.Y.

Underweight at full draft of 28'-0" 10,200 tons } Taken  
" " " " 28'-3" 10,450 " } Damage  
plans.

and

OMIT

Builder's name and yard number Harland + Wolff Ltd.  
Names of sister ships "New Brooklyn," "New Toronto," "New Columbia," "New Brunswick," "New Bridge"  
Owners British & African S.S. Co. Ltd. Elder, Dempster & Co. Ltd.

Fee \$ 90.00  
\$ 2.50  
charged at New York.

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