

Supplementary Report.
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Index. No. 30949
(For London Office only.)

No 104810.

22 DEC 1934

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Poop, Bridge + Deck.*

Port of Survey *Rumford*

Date of Survey *19 December 1934*

Name of Surveyor *Geo. L. Ryke.*

Particulars of Classification *100A.1.*

Ship's Name
INVELLA.

(Type of Superstructures.)

Nationality and Port of Registry
Glasgow
Official Number
147914.
Gross Tonnage
5026.
Date of Build
1924-8.

Moulded Dimensions: Length *400.1* Breadth *52.2* Depth *31.0"*

Moulded displacement at moulded draught = 85 per cent. of moulded depth

Coefficient of fineness for use with Tables

Depth for Freeboard (D)

Moulded depth ...

Stringer plate ...

Sheathing on exposed deck

$$\frac{1}{L} \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) =

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 =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} =$$

Ship's Round of Beam =

Difference

Restricted to

$$\text{Correction} = \frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
Fore enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...					

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure

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

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

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

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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ...		1				1	
$\frac{1}{6}L$ from A.P. ...		4				4	
$\frac{2}{6}L$ „ ...		2				2	
Amidships ...		4				4	
$\frac{3}{6}L$ from F.P. ...		2				2	
$\frac{4}{6}L$ „ ...		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 „ =

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

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 = Ft.

Summer freeboard =

Moulded draught (d) =

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ =

Tons per inch immersion at summer load water line

T =

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+

-

Summer Freeboard =

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

Tropical Fresh Water Line above Centre of Disc ...
Fresh Water Line „ „ ...
Tropical Line „ „ ...
Winter Line below „ „ ...
Winter North Atlantic Line „ „ ...

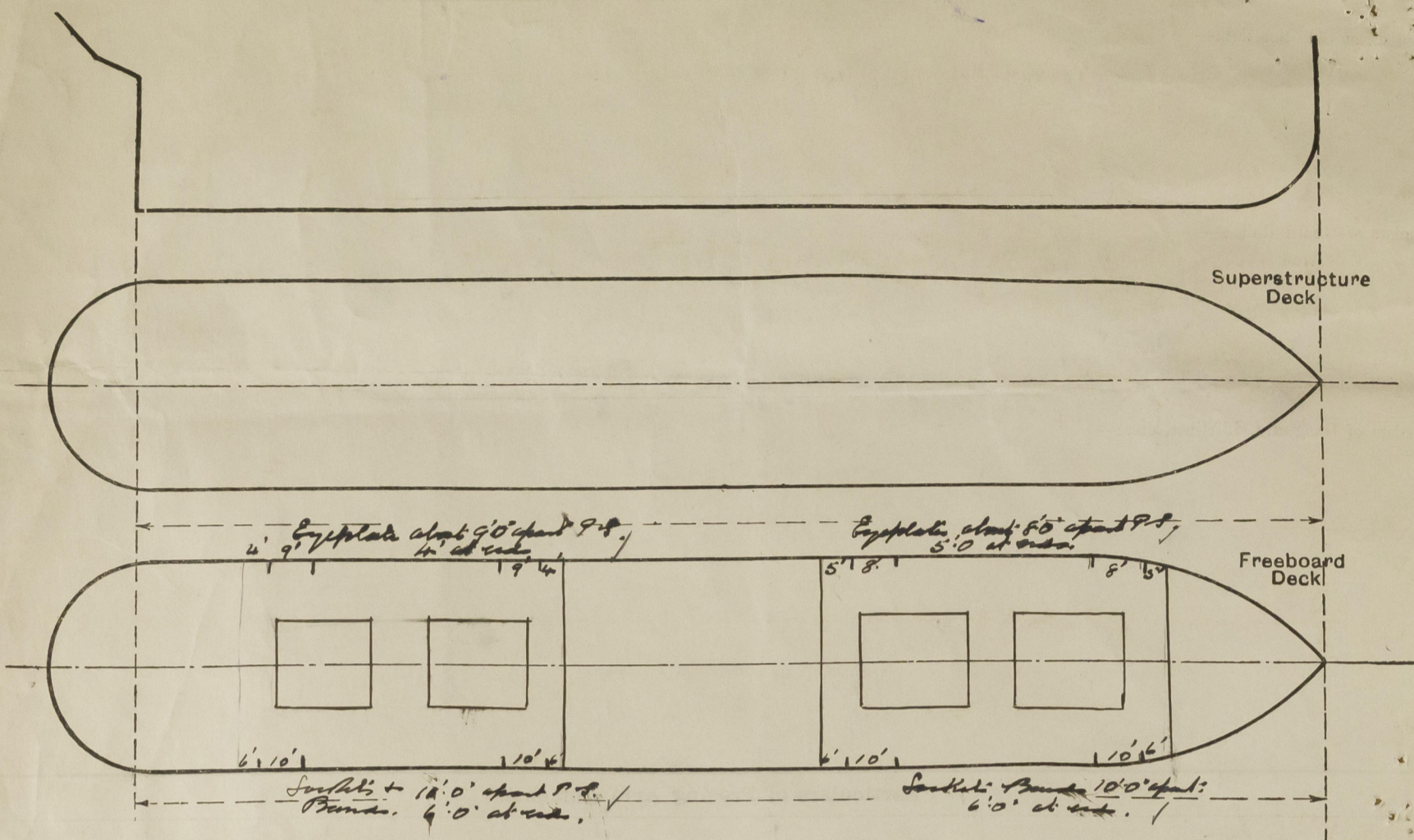
Tropical Fresh Water Freeboard ...
Fresh Water „ „ ...
Tropical „ „ ...
Winter „ „ ...
Winter North Atlantic „ „ ...

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Invidia

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 shown on the following sketches:—



Sis Lantana Ltd. 15 December 1934, & 20/12/34.

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

Requirements for Lantana Ltd. Cargo.

- Rule LXXIII. DB Lark. Long. incl. division in N.B. DB Lark.
For 2-4 DB Lark: Stakes in Antia Girders have been moved plugged
except spaces opposite stern beam in each tank
- Rule LXXIII 3'6 1/2' high and in accordance with rule LXXIII Requirements.
- Rule LXXIII Steering arrangement, Steering wheel in after well suitably protected,
also with tackle for quadrant to which barrel on Prop Deck.
- Rule LXXIII Head Lark: 6 x 5 1/2 x 1/2 B.A. with 3 x 3/8" Flat Iron bands on bottom
- Rule LXXIII The per rule Position of Eye plates must be to Shunters. But must
laning See Sketch.

Builder's name and yard number.

Barclay Curle & Co. Ltd.

Names of sister ships

Owners

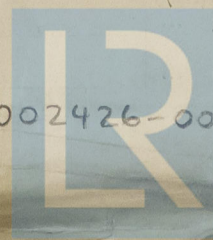
S. P. Induna Co. Ltd. (Barclay & Co. Ltd. Induna).

Fee £

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Received by me

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