

15 APR 1936

Index. No. 34879
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

19066.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Raised Quarter Deck, Short Bridge, & Fo'c's*Port of Survey *Luth*

(Type of Superstructures.)

Date of Survey *while building*Name of Surveyor *Erin Edwards*

Ship's Name *FULHAM II* Nationality and Port of Registry *UK London* Official Number *164639* Gross Tonnage *1599* Date of Build *1936*

Moulded Dimensions: Length *238.0* Breadth *38.1* Depth *18.6* (*X 4-36 RQD*)Moulded displacement at moulded draught = 85 per cent. of moulded depth *3125* tonsCoefficient of fineness for use with Tables *7674*Particulars of Classification *T100A1*
"Luth Freeboard"

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth <i>18.5</i>	(a) Where D is greater than Table depth (D-Table depth) R = $(18.54 - 15.87) \cdot 1.831$		Moulded Breadth (B)	<i>18.5</i> 38.08
Stringer plate <i>.04</i>	= + <i>4.89</i>		Standard Round of Beam = $\frac{B \times 12}{50}$	= <i>9.14</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	= <i>9 1/2</i>
Depth for Freeboard (D) =	<i>18.54</i>	If restricted by superstructures ✓		Difference	<i>Excess .36</i>
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	=

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	<i>145</i>	<i>145</i>	<i>4.25</i>	✓	<i>145.0</i>
" overhang					
Bridge enclosed	<i>16</i>	<i>16</i>	<i>7.0</i>	✓	<i>16.0</i>
" overhang aft					
" overhang forward					
F'cle enclosed	<i>22</i>	<i>22</i>	<i>6.0</i>	✓	<i>22.0</i>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<i>183.00</i>	<i>183.00</i>			<i>183.00</i>

Standard Height of Superstructure	<i>6.00</i>
" " R.Q.D.	<i>3.92</i>
Deduction for complete superstructure	<i>29.80</i>
Percentage covered $\frac{S}{L} =$	<i>76.90%</i>
" " $\frac{S_1}{L} =$	<i>76.90%</i>
" " $\frac{E}{L} =$	<i>76.90%</i>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	<i>71.49%</i>
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction =	<i>29.80 x .7149 = - 21.30</i>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>33.80</i>	1		<i>33.80</i>	<i>17</i>	<i>21.00</i>	1		<i>21.00</i>
1/4 L from A.P.	<i>15.04</i>	4		<i>60.16</i>	<i>7 1/2</i>	<i>9.35</i>	4		<i>37.40</i>
1/2 L "	<i>3.72</i>	2		<i>7.44</i>	<i>178</i>	<i>2.31</i>	2		<i>4.62</i>
Amidships	✓	4		✓	✓	✓	4		✓
3/4 L from F.P.	<i>7.44</i>	2		<i>14.88</i>	<i>5 1/2</i>	<i>5.50</i>	2		<i>11.00</i>
1/4 L "	<i>30.08</i>	4		<i>120.32</i>	<i>22 1/4</i>	<i>22.25</i>	4		<i>89.00</i>
F.P.	<i>67.60</i>	1		<i>67.60</i>	<i>50</i>	<i>50.00</i>	1		<i>50.00</i>
Total				<i>304.20</i>					<i>213.02</i>

Mean actual sheer aft = *Deficient*
Mean standard sheer aft =Mean actual sheer forward = *Deficient*
Mean standard sheer forward =Length of enclosed superstructure forward of amidships = } *sheer*
" " aft of " = } *deficient*Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{91.18}{18} (.75 - .3845) = + 1.85$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Raised Quarter
Depth to Freeboard Deck = *22.79*
Summer freeboard = *6.27*
Moulded draught (d) = *16.52*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *4.13* = *4 1/4*Addition for Winter North Atlantic Freeboard (if required) = *6 1/4*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 3328$

Tons per inch immersion at summer load water line

 $T = 18.71$ Deduction = $\frac{\Delta}{40T}$ inches= *4.45*= *4 1/2*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{.767 + .68}{1.36} = \frac{1.447}{1.36}$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

approved Summer moulded draught of *16'-6 1/4"*Summer Freeboard = *45.25*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood, Steel Deck*:

Tropical Fresh Water Line above Centre of Disc	<i>8 3/4</i>	Tropical Fresh Water Freeboard	<i>5'-3 1/4</i>
Fresh Water Line " "	<i>4 1/2</i>	Fresh Water " "	<i>5'-6 1/2</i>
Tropical Line " "	<i>4 1/4</i>	Tropical " "	<i>5'-10 3/4</i>
Winter Line below " "	<i>4 1/4</i>	Winter " "	<i>5'-11</i>
Winter North Atlantic Line " "	<i>6 1/4</i>	Winter North Atlantic " "	<i>6'-7 1/2</i>
			<i>6'-9 1/2</i>

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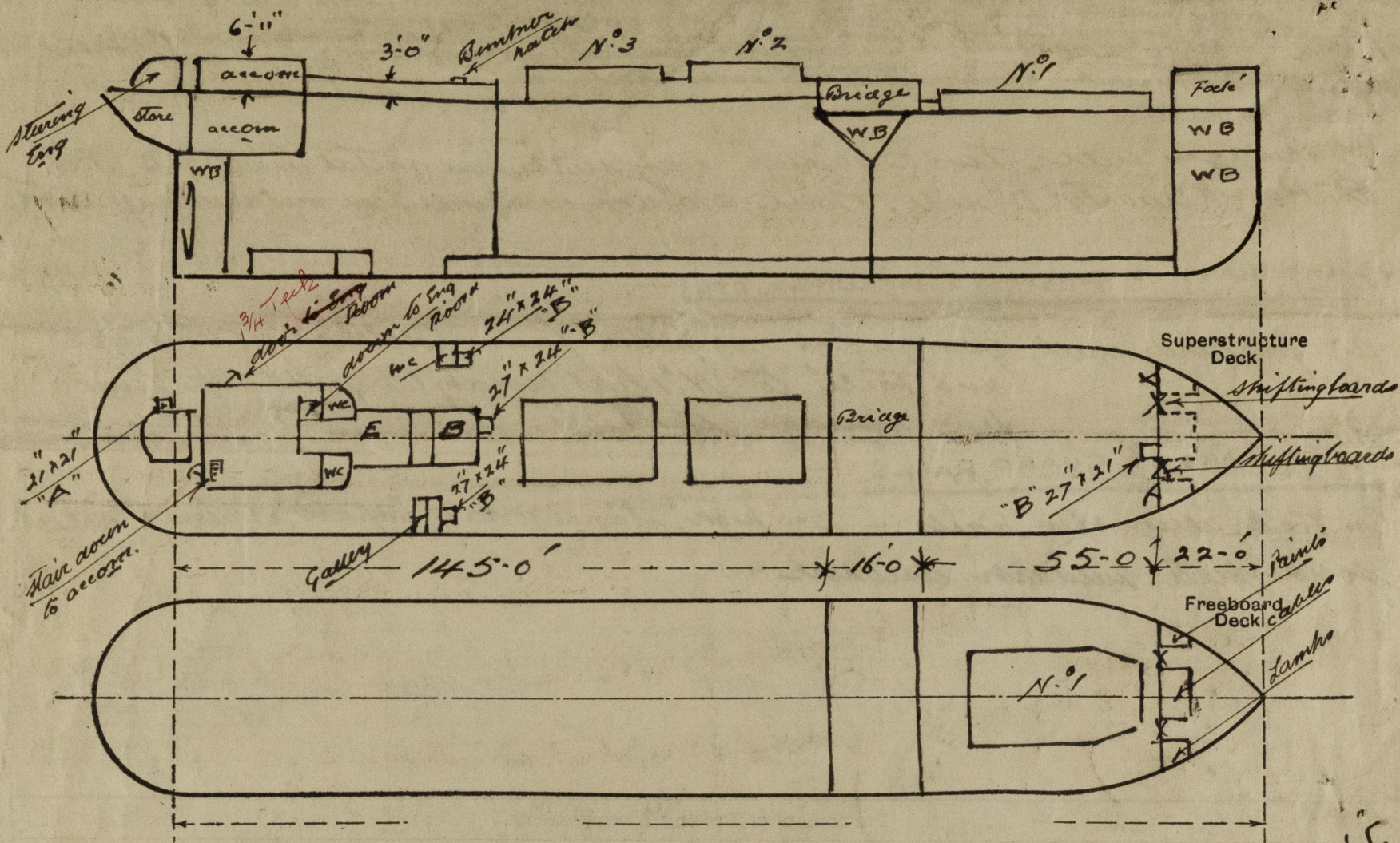
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Fulham II

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:—

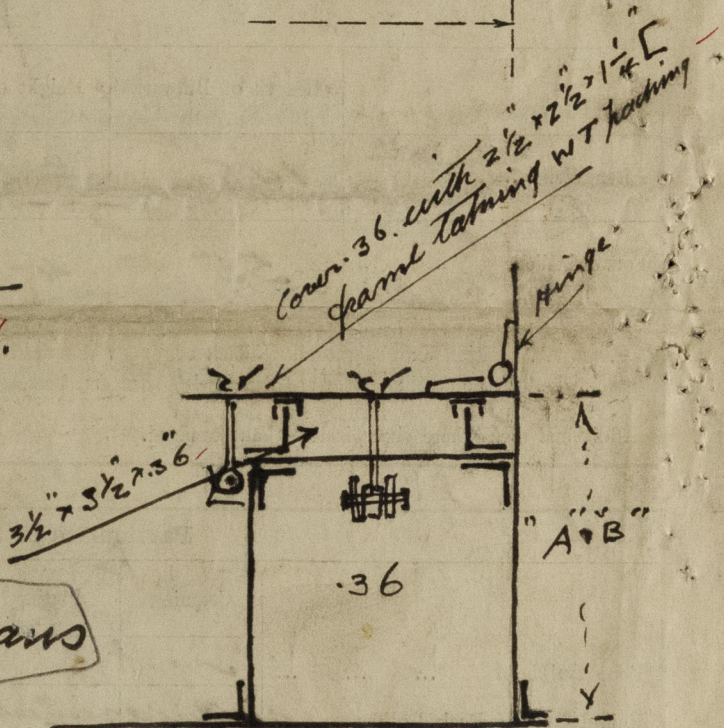
There is a small stowage tank water ballast tank below upper deck in way of bridge.

The following plans are forwarded herewith:— Midship section.

Profile & Deck.

Hatch and Bearing: Two plans

Arrangement of lashings on N° 1 Hatch on Upper D.



Showing Escape Hatch.

"A" = 2'-3" high.
"B" = 2'-6" high.
one bolt at sides 24" long.
Two bolts at sides 27" long.

Builder's name and yard number

The Burntisland S.B. Co. Ltd.

N° 194.

Names of sister ships

FULHAM

Owners

Fulham Borough Council

Fee £

11 0 0

Received by me

(To be charged with Fee Entry Fee)



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