

ASE I

Rpt. C.11.

Class II openings in Poop front & after end bridge.

Index. No. (For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for <del>Steamer</del> <i>Sailing Ship</i> , Tanker					Port of Survey
having <i>Poop, Bridge &amp; F'le</i>					Date of Survey
(Type of Superstructures.)					Name of Surveyor <i>H. H. H.</i>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification
<i>KIM</i>				<i>1930</i>	
Moulded Dimensions: Length <i>395.0</i> Breadth <i>54.75</i> Depth <i>32.0</i>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>13021</i> tons					
Coefficient of fineness for use with Tables <i>775</i>					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	<i>32.00</i>	(a) Where D is greater than Table depth (D - Table depth) R =	<i>(32.05 - 26.33) 5 = + 17.16</i>	Moulded Breadth (B)	<i>54.75</i>
Stringer plate	<i>.05</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<i>13.14</i>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	<i>✓</i>	If restricted by superstructures	<i>✓</i>	Ship's Round of Beam	<i>12</i>
Depth for Freeboard (D) =	<i>32.05</i>			Difference	<i>1.14</i>
				Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<i>= \frac{1.14}{4} \times .3045 = + .09</i>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)	
Poop enclosed	96.75	96.75	7.50	90.2	87.07	Standard Height of Superstructure <i>7.45</i>
" overhang						" " R.Q.D. <i>✓</i>
R.Q.D. enclosed						Deduction for complete superstructure <i>41.67</i>
" overhang						Percentage covered $\frac{S}{L} =$ <i>40.57%</i>
Bridge enclosed	25.00	25.00	7.50	90.2	22.50	" $\frac{S_1}{L} =$ <i>69.55%</i>
" overhang aft	3.00	2.25			2.25	" $\frac{E}{L} =$ <i>49.35%</i>
" overhang forward						Percentage from Table, Line A.
F'le enclosed	35.50	35.50	7.50	✓	35.50	(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B. <i>Tanker</i>
Trunk aft	✓	60.96	3.25	$90.2 \times \frac{3.25}{7.45}$	23.93	(corrected for absence of forecastle (if required))
" forward	✓	54.25	3.25	$\frac{3.25}{7.45}$	23.67	Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = $41.67 \times .4035 = -16.82$
" forward						
Total	160.25	274.71			194.92	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	49.50	1		49.50	48.00	48.00	1		48.00
$\frac{1}{8}L$ from A.P.	22.03	4		88.12	21.33	21.33	4		85.32
$\frac{2}{8}L$	5.44	2			5.33	5.33	2		10.66
Amidships	✓	4			✓	✓	4		✓
$\frac{3}{8}L$ from F.P.	10.89	2			11.85	11.85	2		23.70
$\frac{4}{8}L$	44.05	4			47.40	47.40	4		189.60
F.P.	99.00	1			96.00	96.00	1		96.00
Total				445.50					453.28

Mean actual sheer aft = *Deficient > 75%*  
Mean standard sheer aft

Mean actual sheer forward = *Excess*  
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = *5.472*  
" " aft of " = *Tanker*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{7.78}{18} \times (.75 - .2028) = -.24$   
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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{1.455}{1.36}$
Depth to Freeboard Deck = <i>32.05</i>	$\Delta =$	Depth Correction ... <i>17.16</i>
Summer freeboard = <i>5.42</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>16.82</i>
Moulded draught (d) = <i>26.63</i>	T =	Sheer correction ... <i>.24</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.66 = 6 2/3</i>	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... <i>.09</i>
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... <i>✓</i>
		Other corrections, scantlings, etc. ... <i>✓</i>
		Summer Freeboard = <i>65.83</i>

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

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





# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	Sides	...	...	...	...	...	...	...	...
	Ends	...	...	...	...	...	...	...	...
HATCH BEAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
	Scantling* and Sketch	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	How fitted	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...	...	...	...

\*Are wood fore and afters steel shod at all bearing surfaces?  
 Are battens and wedges efficient and in good condition?  
 Are tarpaulins in good condition and in accordance with rule requirements?  
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles :—

Particulars of Companionways :—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—

Particulars of Gangway Cargo and Coaling Ports :—

Particulars of Scuppers and Sanitary Discharge Pipes :—

Particulars of Side Scuttles :—

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	...	...	...	...	...	...
Forward Well	...	...	...	...	...	...

State position of each freeing port ... } After Well :—  
 (F. 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 :—  
 Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	...	...	...	...	...	...	...	...
Raised Quarter Deck Bulkhead	...	...	...	...	...	...	...	...
Bridge, After Bulkhead	...	...	...	...	...	...	...	...
Bridge, Forward Bulkhead	...	...	...	...	...	...	...	...
Forecastle Bulkhead	...	...	...	...	...	...	...	...
Trunk, Aft	...	...	...	...	...	...	...	...
Trunk, Forward	...	...	...	...	...	...	...	...
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...	...	...	...	...	...	...	...
Exposed Machinery Casings on Superstructure Decks	...	...	...	...	...	...	...	...
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	...	...	...	...	...	...	...
Deckhouses on Flush Deck Ships	...	...	...	...	...	...	...	...

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

Poop Bulkhead	...
Raised Quarter Deck Bulkhead	...
Bridge, After Bulkhead	...
Bridge, Forward Bulkhead	...
Forecastle Bulkhead	...
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...
Exposed Machinery Casings on Superstructure Decks	...
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...
Deckhouses on Flush Deck Ships	...

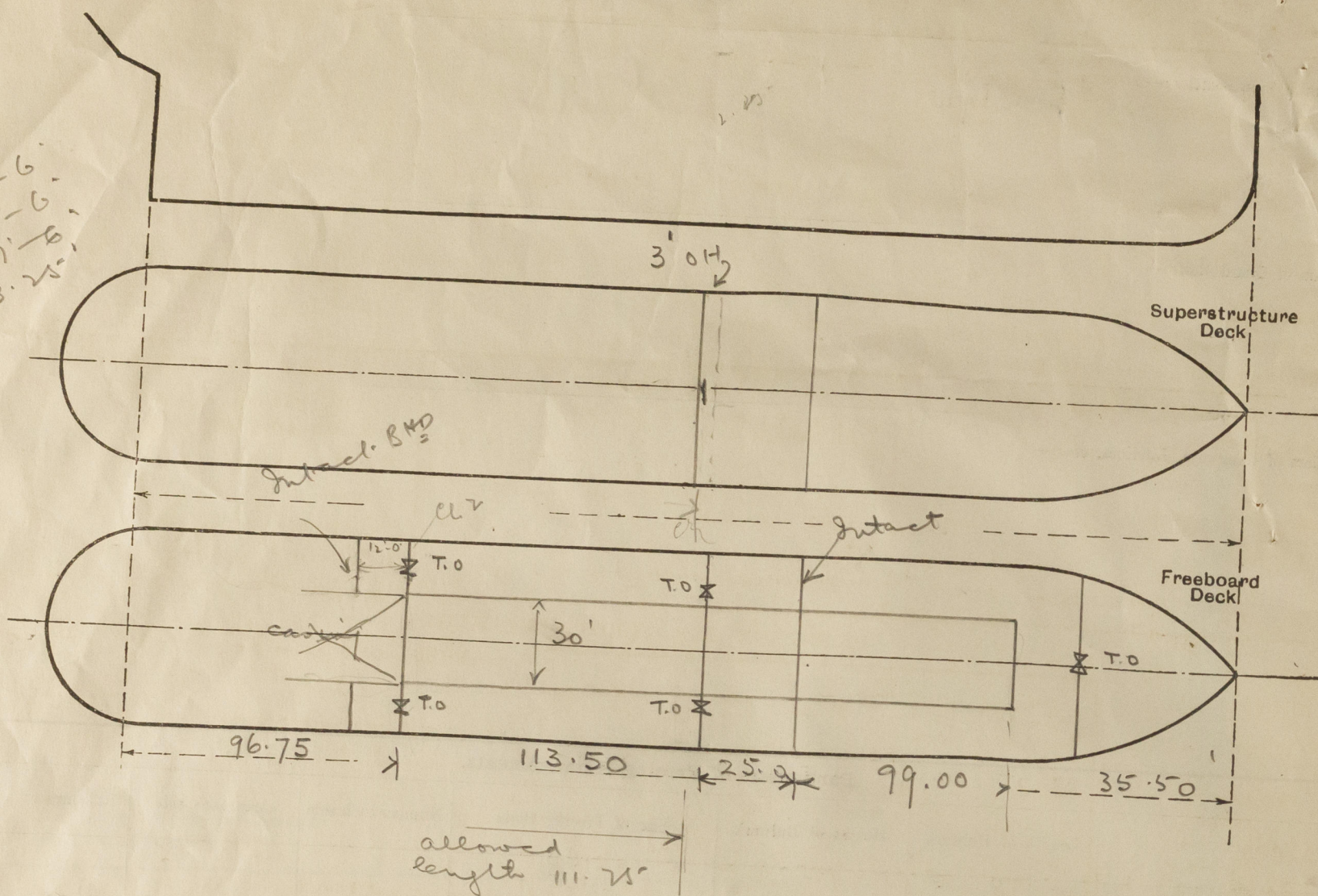


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship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



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

Prop. 84.74 @ 100 £  
 12.00 @ 90 £  
 = 95.55

Builder's name and yard number

Names of sister ships

Owners

Fee £

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