

6 OCT 1932

Index. No. 32793
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

*Complete superstructure with
tonnage opening.*

(Type of Superstructures.)

FULANI

Ship's Name: **FULANI** Nationality and Port of Registry: **Liverpool** Official Number: **161100** Gross Tonnage: **6539** Date of Build: **1924**

Moulded Dimensions: Length **460** Breadth **60** Depth **31.6** (Freeboard 8.1)

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

Coefficient of fineness for use with Tables **703**

Port of Survey

Two York

Date of Survey

Sept. 27th 1932

Name of Surveyor

W. H. H. H.

Particulars of Classification

*+ 100 A1
with freeboard*

Depth for Freeboard (D)

Depth ... 31.50

ate ... 0.4

on exposed deck

$\frac{L-S}{L} = \text{(check deck)}$

Depth for Freeboard (D) =

31.54

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R =
 $(31.54 - 30.67) 3.00 = + 2.61$

(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) **60.0**

Standard Round of Beam = $\frac{B \times 12}{50} = 14.40$

Ship's Round of Beam = **14.5**

Difference **10**

Restricted to

Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{10}{4} \times 0.072 = 0.18$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	26.0	26.00	8.6	-	26.00
" overhang ...	2.0	1.00	-	-	1.00
R.Q.D. enclosed					
" overhang					
Bridge enclosed...	426.0	426.0	8.6	-	426.0
" overhang aft	1.2	0.38	-	-	0.38
" overhang forward	5	-	-	-	-
Forecastle enclosed ...					
" overhang ...					
Trunk aft ...					
forward ...					
Tonnage opening aft ...	5.5	3.31	8.6	-	3.31
" forward					
Total ...	460.0	456.69			456.69

Standard Height of Superstructure **7.50**

R.Q.D.

Deduction for complete superstructure **42.00**Percentage covered $\frac{S}{L} = 100\%$ $\frac{S_1}{L} = 99.28\%$ $\frac{E}{L} = 99.28\%$ Percentage from Table, Line A.
(corrected for absence of forecastle (if required)) **99.12%**Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $42 \times 99.12 = - 41.63$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	56.00	1		56.00	54.0	54.00	1		54.00
1/2 L from A.P. ...	24.92	4		99.68	24.1	24.09	4		96.36
2/2 L " ...	6.16	2		12.32	6.0	6.02	2		12.04
Amidships ...		4					4		
2/2 L from F.P. ...	12.32	2		24.64	12.45	12.73	2		25.46
1/2 L " ...	49.84	4		199.36	50.9	50.95	4		203.80
F.P. ...	112.00	1		112.00	114.0	114.00	1		114.00
Total ...				504.00					506.60

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{72.00}{18} \times 0.25 = -1.00$

If limited on account of midship superstructure.

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

Actual Superstructure Height = 102"

Standard = 90"

Difference = 12"

Mean actual sheer aft = Excess

Mean actual sheer forward = Excess

Length of enclosed superstructure forward of amidships =

" aft of " = C.S.S.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **31.54**

Summer freeboard = **4.31**

Moulded draught (d) = **27.23**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = $6.81 = 6 \frac{3}{4}$

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 15206$

Tons per inch immersion at summer load water line

$T = 51.5$

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

$= 7.38 = 7 \frac{1}{2}$

TABULAR FREEBOARD

Correction for coefficient

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Corrected for Fresh Deck (if required)

68.703 = 1.363

1.36 = 1.36

+

-

2.61

4.63

1.00

-

-

-

2.61

42.63

- 40.02

Summer Freeboard = 57.70

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

Tropical Fresh Water Line above Centre of Disc ...

Fresh Water Line " " ...

Tropical Line " " ...

Winter Line below " " ...

Winter North Atlantic Line " " ...

14 1/2"

7 1/2"

6 3/4"

6 3/4"

✓

Tropical Fresh Water Freeboard ...

Fresh Water " ...

Tropical " ...

Winter " ...

Winter North Atlantic " ...

4-3 3/4"

3-1 1/2"

3-8 1/4"

3-9"

4-10 1/2"

✓

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
ON SHELTER ON 2ND DECK											
Description of Hatchway	No. 1.	No. 2.	No. 3.	No. 4.	Nos. 5 & 6	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.	No. 6.
Dimensions of Hatchway	21' 5" x 14' 11"	32' 4" x 14' 11"	21' 11" x 14' 11"	19' 8" x 14' 11"	29' 6" x 14' 11"	32' 5" x 14' 11"	32' 6" x 14' 11"	23' 11" x 14' 11"	19' 11" x 14' 11"	19' 11" x 14' 11"	19' 11" x 14' 11"
COAMINGS	Height above Deck	20"	Same as No. 1.	Same as No. 1.	Same as No. 1.	9"	9 x 12 x 40	9"	9"	9"	9"
	Thickness	50									
	Sides	50									
	Ends	50									
Stiffeners	A. 2	7 x 1 x 44	3	2	none	3	✓	✓	✓	✓	✓
Brackets, Stays		3	3	2	none	3	✓	✓	✓	✓	✓
HATCH BEAMS	Number	3	3	3	1	3	6	4	5	2	1
	Spacing	4' 8"	4' 6"	4' 0"	4' 4"	4' 2"	4' 5"	4' 3"	4' 0"	4' 4"	4' 2"
	Scantling and Sketch	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44	4 x 8 x 44
	Bearing Surface	4"	4"	4"	4"	4"	4"	4"	4"	4"	4"
Sketch Beams FOR AND AFTERS	Number	✓	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
	Spacing	✓									
	Unsupported Lengths	✓									
	Scantling* and Sketch	4 x 8 x 44									
Bearing Surface	4"	4"	4"	4"	4"	4"	4"	4"	4"	4"	4"
HATCH COVERS	Material	wood	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
	Thickness	3									
	How fitted	5.4									
	Bearing Surface	4"									
Spacing of Cleats	18	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
Number of Tarpaulins	3										
*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?											

*Are wood fore and afters steel shod at all bearing surfaces? *Yes*
 Are battens and wedges efficient and in good condition? *Yes*
 Are tarpaulins in good condition and in accordance with rule requirements? *Yes, strong & water proofed.*
 Are lashings provided in accordance with rule requirements? *Yes in No. 1, 2, 5 & 6. Three in No. 3. Two in No. 4.*

Particulars of fiddle, funnel and ventilator coamings:— *No fiddle. Funnel is riveted to top of strong steel deckhouse on shelter deck. This deckhouse is 8' 0" above shelter deck. Super room skylight openings are all fitted with strong steel hinged covers.*

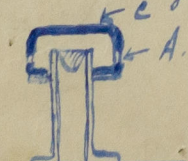
Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:— *The main one is located in the after end of shelter house deck. Entrance is through strong steel deckhouse on after end of shelter deck. The entrance doors (1 P. 18) on sides of this house are 2" deck hinged doors, openings 6" x 27", sill 16". Doors operable on both sides.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— *The masts range from 24" dia. to 6" dia. Minimum height of coaming 18" high, and efficiently fastened to deck. They are all fitted with wood plug and canvas covers. Funnel vent coamings are 24" high and there are braces to fore cable, deck houses etc.*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— *There are 8' and 2" diam. by 20" to 24" high. The airpipes are of light sheet. Openings at A can be closed if necessary by lashing canvas around the cap C.*



Particulars of Gangway Cargo and Coaling Ports:—

None.



of Scuppers and Sanitary Discharge Pipes —

in bulk in top space aft fitted with
b. scupper valves, all other toilets are above
the hull deck.

scupper P.S. in hull deck space led overboard thro' strong steel casing, with
valve on each.

of Side Scuttles:

Low portlights (P.S.) in top space aft (crew accommodation)
fitted with permanent hinged leadlights.

Particulars of Guard Rails:—

Open rails all fore aft, except where shown on
sketch. Rails, four-high. 5'-10".

of Gangways, Lifelines, etc.:—

No. Gangways. Handrails on house sides.
Lifelines are arranged by means when necessary.

OT

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	8'0"	8'6"	2'2" x 1'2"	1	2.5 sq ft.	✓
Forward Well						

State position of each freeing port
(F. and A. position and height above deck edge)

After Well:— In tangle well, 4" above deck.
Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

No.

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

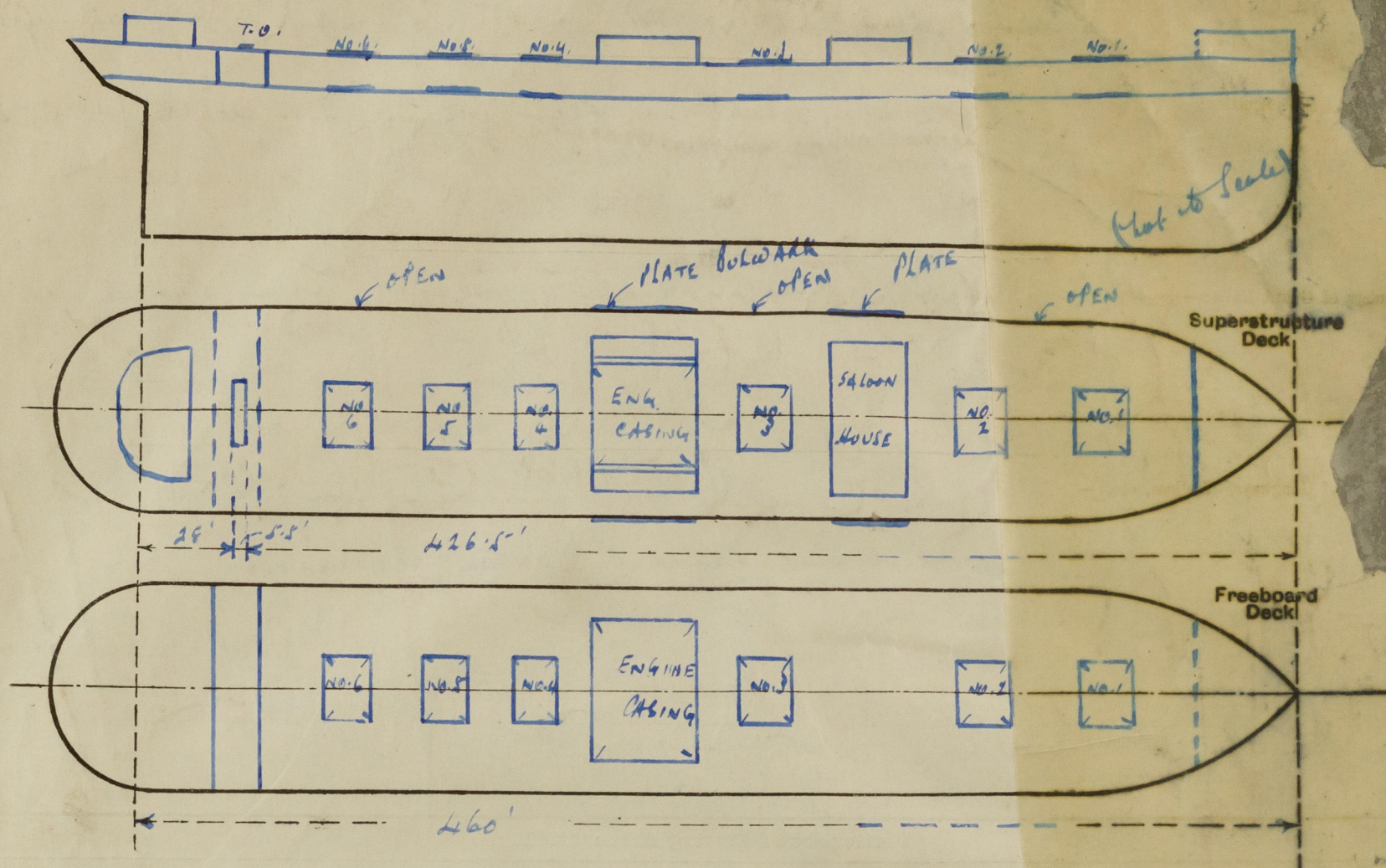
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	1/4"	1/4"	4 x 1 x 1/8"	38"	Left only (bracket)	none	✓	8'-6"
Raised Quarter Deck Bulkhead	✓							
Bridge, After Bulkhead	1/4"	1/8"	4 x 1 x 1/8"	39"	00	4'-3" x 3'-8"	26"	8'-6"
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	✓							
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Free-board or Raised Quarter Decks	✓	3/16"	5 x 1 x 1/8"	48"	none	none	✓	8'-6"
Exposed Machinery Casings on Super-structure Decks	✓	3/16"	5 x 1 x 1/8"	48"	none	11' 15" x 3' 3"	15"	8'-0"
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	No openings.
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	wood shipling boards in channels, full height.
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks	Not exposed. No openings.
Exposed Machinery Casings on Super-structure Decks	secured by strong steel deckhouse, never done and strong hinged deck door operable from both sides.
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, 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:— *Trans. Shelden deck with Lounging opening.*
The vessel was examined afloat at Pier 58, Brooklyn N.Y.

There are no particulars of displacement on board.

W. H. Munnell

Builder's name and yard number *Cammell Laird & Co. Ltd. No. 946*
 Names of sister ships *M/s. "Herrish Castle".*
 Owners *Lancashire Shipping Co. Ltd. (J. Chambers & Co. Mgrs.)*

Fee *\$ 90.00*
\$ 2.50
charged C. W. Lark.

Received by me



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