

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **39974**
(For London Office only.)

1400

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having FORECASTLE AND DECK ERECTIONSPort of Survey KARACHI

(Type of Superstructures.)

Date of Survey 7.12.48

Ship's Name

FRITHA

Nationality and Port of Registry

PAKISTAN
KARACHI

Official Number

191024

Gross Tonnage

467.23

Date of Build

BUILT 1942
CONVERTED 1948Name of Surveyor J. JOHNSTONMoulded Dimensions: Length 150'-0" B.P. Breadth 27'-6" Depth 15'-0"Moulded displacement at moulded draught = 85 per cent. of moulded depth = 12'-9" = 830 tonsCoefficient of fineness for use with Tables .68 (actual less than .68) ✓Particulars of Classification A
SPECIAL SERVICE, PERSIAN GULF -
CHITTAGONG.

Depth for Freeboard (D)

Moulded depth 15'-0"Stringer plate 0'-0 3/8"

Sheathing on exposed deck

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

Depth for Freeboard (D) = 15'-0 3/8" ✓

Depth correction

(a) Where D is greater than Table depth

$$(D - \text{Table depth}) R =$$

$$(15.03 - 10.11) 1.167 = +5.74"$$

$$(b) \text{ Where D is less than Table depth (if allowed)}$$

$$(\text{Table depth} - D) R =$$

If restricted by superstructures ✓

Round of Beam correction

Moulded Breadth (B) 27'-6"

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

$$\text{Ship's Round of Beam} =$$

$$\text{Difference}$$

$$\text{Restricted to}$$

$$\text{Correction} = \frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{40}{4} \times .804 = -10.8"$$

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 ...					
„ Enclosed ...	<u>26'-3"</u>	<u>26.25</u>	<u>6'-7"</u>		<u>26.25</u>
„ overhang ...	<u>2'-0"</u>	<u>1.00</u>			<u>1.00</u>
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<u>28.25</u>	<u>27.25</u>			<u>27.25</u>

Standard Height of Superstructure 6'-00"

„ „ R.Q.D. ✓

Deduction for complete superstructure 21.17"

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

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

Percentage from Table, Line A. 8.98

(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) ✓

$$\text{Deduction} = 21.17 \times .0898 = 1.90"$$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>25.17</u>	1		<u>25.17</u>	<u>2'-10"</u>	<u>34.00</u>	1		<u>34.00</u>
1/4 L from A.P. ...	<u>11.20</u>	4		<u>44.80</u>	<u>1'-3"</u>	<u>15.00</u>	4		<u>60.00</u>
3/8 L „ ...	<u>2.77</u>	2		<u>5.54</u>	<u>0'-4"</u>	<u>4.00</u>	2		<u>8.00</u>
Amidships ...	<u>-</u>	4		<u>-</u>	<u>0"</u>	<u>-</u>	4		<u>-</u>
3/8 L from F.P. ...	<u>5.535</u>	2		<u>11.07</u>	<u>0'-8"</u>	<u>8.00</u>	2		<u>16.00</u>
1/4 L „ ...	<u>22.40</u>	4		<u>89.60</u>	<u>2'-3"</u>	<u>27.00</u>	4		<u>108.00</u>
F.P. ...	<u>50.34</u>	1		<u>50.34</u>	<u>4'-4"</u>	<u>52.00</u>	1		<u>52.00</u>
Total ...				<u>226.52</u>					<u>278.00</u>

Mean actual sheer aft = ExcessMean standard sheer aft = ExcessMean actual sheer forward = ExcessMean standard sheer forward = ExcessLength of enclosed superstructure forward of amidships = NIL„ „ aft of „ = NIL

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{27.48}{18} (.75 - .0981) = -1.88"$$

If limited on account of midship superstructure. YES No Allowance ✓

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.

Depth to Freeboard Deck = 15.03Summer freeboard = 2.02Moulded draught (d) = 13.01

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 3.25 = 3 1/4"

Addition for Winter North Atlantic Freeboard (if

required = Not Assigned

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$

Tons per inch immersion at summer load water line

 $T =$ Deduction = $\frac{\Delta}{40T}$ inches $\frac{2.75}{4} = 3 1/4"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NILDepth Correction 5.74Deduction for superstructures 1.90Sheer correction 0.08Round of Beam correction -Correction for Thickness of Deck amidships -

Other corrections, scantlings, etc. corresponding to a summer moulded draught of 13'-0" (actual 13'-0 3/8")

4.7510.49Summer Freeboard = 24.25

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

Tropical Fresh Water Line above Centre of Disc ...	<u>6 3/4"</u>
Fresh Water Line „ „ ...	<u>3 1/4"</u>
Tropical Line „ „ ...	<u>3 1/4"</u>
Winter Line below „ „ ...	<u>Not Assigned</u>
Winter North Atlantic Line „ „ ...	<u>Not Assigned</u>

Tropical Fresh Water Freeboard ...	<u>1'-5 3/4"</u>
Fresh Water „ „ ...	<u>1'-9"</u>
Tropical „ „ ...	<u>1'-9"</u>
Winter „ „ ...	<u>Not Assigned</u>
Winter North Atlantic „ „ ...	<u>Not Assigned</u>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	No. 1	No. 2								
Dimensions of Hatchway	FORWARD	AFT								
COAMINGS										
Height above Deck	2'-6"	2'-6"								
Thickness	7/16"	7/16"								
Stiffeners	10" x 3/4" @ 28 LB	10" x 3/4" @ 28 LB								
Brackets, Stays	4" x 4" x 1/2" DOUBLE L	4" x 4" x 1/2" DOUBLE L								
HATCH BEAMS										
Number	2	1								
Spacing	5'-6"	4'-6"								
Scantling and Sketch	3" x 3" x 1/2" DOUBLE ANGLE	3" x 3" x 1/2" DOUBLE ANGLE								
Bearing Surface	12'-0"	12'-0"								
FORE AND AFTERS										
Number	NONE	NONE								
Spacing	NONE	NONE								
Unsupported Lengths	NONE	NONE								
Scantling* and Sketch	NONE	NONE								
Bearing Surface										
HATCH COVERS										
Material	WHITE PINE	WHITE PINE								
Thickness	2 1/2"	2 1/2"								
How fitted	FORE AND AFT	FORE AND AFT								
Bearing Surface	3" EACH SIDE END	3" EACH SIDE END								
Spacing of Cleats	2'-0"	2'-0"								
Number of Tarpaulins	3	3								

Particulars of fiddley, funnel and ventilator coamings:—

6 @ 9" DIA. ON FREEBOARD DECK
4 @ 9" " " FORECASTLE
COAMINGS 3'-0" HIGH x 3/16"

E.R. YENT COAMINGS 2 @ 12" DIA.
B.R. " " 2 @ 18" DIA.
COAMINGS 3'-0" HIGH x 3/16"

Closing appliances?

Particulars of Flush Bunker Scuttles:—

2 PORT AND 2 STARBOARD
21" DIA. CAST IRON
NIL

Particulars of Companionways:—

ON FREEBOARD DECK
HATCH TO STEERING GEAR SPACE 2'-6" x 2'-6" x 1'-6" HIGH x 3/16" W.T. STEEL COVER
ENTRANCE TO OFFICERS ACCOMMODATION AFT THROUGH DECK HOUSE DOOR (WOOD) COAMING 1'-6" HIGH
ENTRANCE TO E.R. AND B.R. W.T. STEEL DOORS OPERATED BOTH SIDES
COAMING 1'-6" HIGH

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

SEE ABOVE

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

FOG'LE DECK 5 @ 2 1/2" HEIGHT 1'-6"
FREEBOARD " 2 @ 2 1/2" " 3'-0"
Efficient closing appliances provided.

Particulars of Gangway Cargo and Coaling Ports:—

NONE

Particulars of Scuppers and Sanitary Discharge Pipes —

2 @ 4" AND 3 @ 1 1/2" } STORM VALVES
There are no overboard discharges from spaces below the freeboard deck.

Particulars of Side Scuttles:—

UNDER FOG'LE DECK 12 @ 9" WITH DEADLIGHTS (Bronze)
" FREEBOARD " 10 @ 9" " "

Particulars of Guard Rails:—

FORECASTLE — STEEL STANCHIONS AND WIRE RAILS 3'-3" HIGH (Stretching Screens fitted)
BULWARK 3'-3" HIGH ALL ROUND FREEBOARD DECK

Particulars of Gangways, Lifelines, etc.:—

2 FORD 1" CIRC. WIRE ROPE
2 AFT 1" CIRC. " "

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	128'-4 1/2" PORT 130'-0" STARBOARD	3'-3"	2'-3" x 12"	6 PORT 6 STARBOARD	27 1/2 Sq. FT. P 1/2 Sq. FT. S	
Forward Well					27	

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:— Rodo.

Additional area where sheer is less than standard.

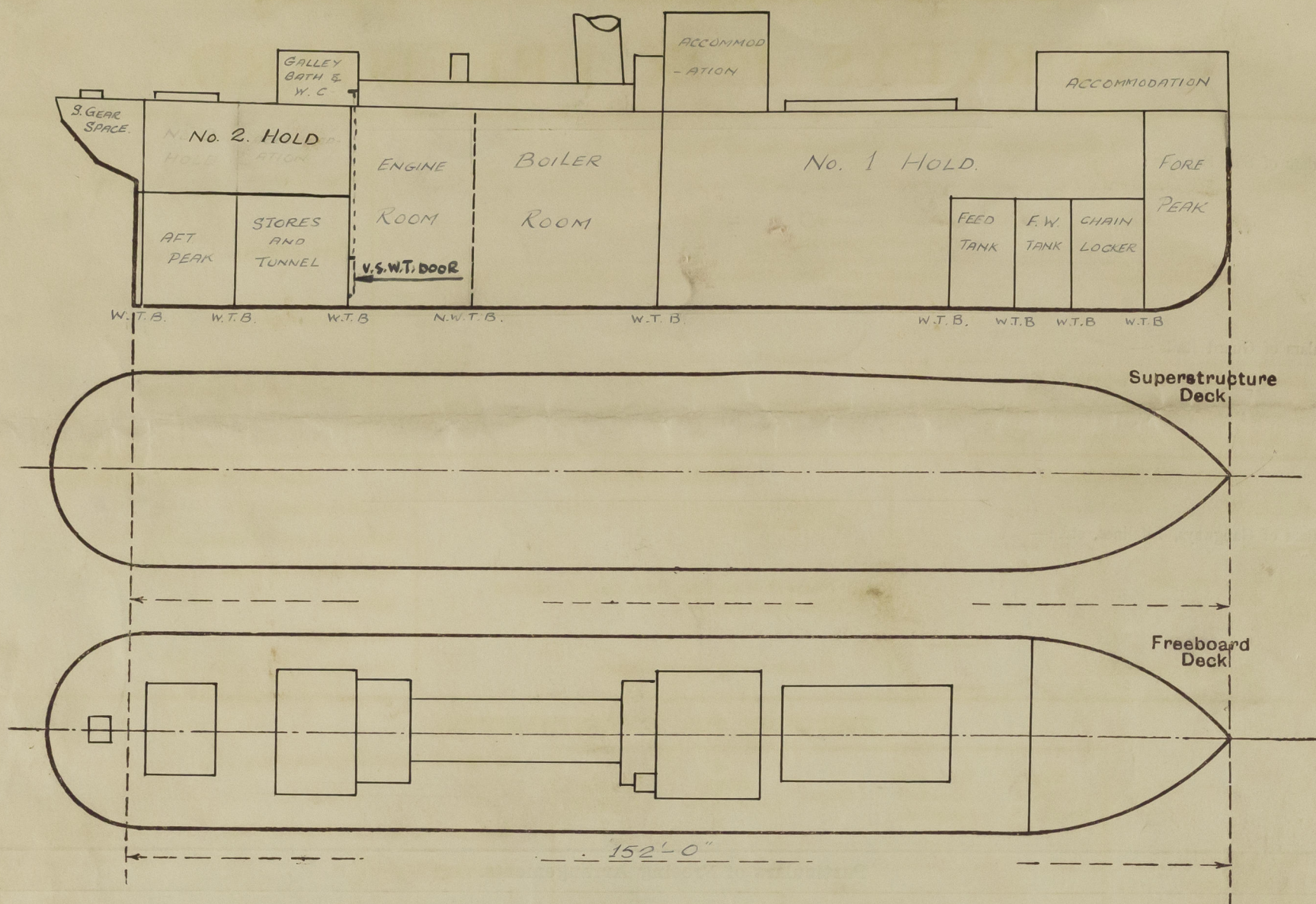
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	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	1/4"	1/4"	2 1/2" x 2 1/2" x 1/4"	2'-9"	9'-9" x 1/4" BRACKETS	1 @ 4'-6" x 2'-3"	1'-6"	6'-7"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	5/16"	E.R. 3/16" B.R. 1/4"	3" x 3" x 7/16"	2'-7"	BRACKET TOP LUG BOTTOM	2 @ 4'-6" x 2'-3" B.R. 1 @ 4'-6" x 2'-3"	1'-6"	2'-9" AT SIDE
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships	1/4"	1/4"	4" x 3" x 5/16"	2'-3"	BRACKET TOP AND BOTTOM	4'-9" x 2'-2"	1'-6"	FORD 8'-0" AFT, 6'-7"

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	STEEL WATER TIGHT DOOR MANIPULATED FROM BOTH SIDES
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	STEEL WATER TIGHT DOOR MANIPULATED FROM BOTH SIDES
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	TEAK WOOD DOORS

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:—

The Vessel was launched as a Basset Trawler and converted in accordance with the approved plans.

L. J. J. J.
SURVEYOR TO LLOYD'S REGISTER

Builder's name and yard number BUILT BY HOOGLY DOCK & ENG. CO. CAGUTTA 1942.
CONVERTED BY BRITISH INDIA ENGINEERING WORKS KARACHI 1948

Names of sister ships FIRISHTA.

Owners EAST AND WEST STEAMSHIP CO. KARACHI.

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