

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~  
having *prop. bridge and forecastle*Port of Survey *Mahar*Date of Survey *whilst building*Name of Surveyor *Adams*Particulars of Classification *\*100A1**Carrying Petroleum in Bulk.*  
*(Contingent)*

Ship's Name

*M/S "BRALANTA"*

(Type of Superstructures.)

Nationality and Port of Registry

*Irish*  
*Dub*

Official Number

*Signal letters*  
*L.J.S.W*

Gross Tonnage

*alt 9800*  
*9608*

Date of Build

*1936-9 mo*Moulded Dimensions: Length *490.0'* Breadth *62.75'* Depth *36.583'*  
Moulded displacement at moulded draught = 85 per cent. of moulded depth *21905* tons  
Coefficient of fineness for use with Tables *0.8021*

## Depth for Freeboard (D)

Moulded depth ... *36.583*  
Stringer plate ... *0.65*  
Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = *36.648*

## Depth correction

(a) Where D is greater than Table depth  
(D - Table depth) R =

$$(36.65 - 32.67)3 = + 11.94$$

(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) *62.75*  
Standard Round of Beam =  $\frac{B \times 12}{50} =$  *15.06*  
Ship's Round of Beam = *13.0*  
Difference *Deficient 2.06*  
Restricted to  
Correction =  $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{2.06}{4} \times 0.5987 = + .31$ 

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>97.00'</i>	<i>97.00</i>	<i>7.75'</i>	-	<i>97.00</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>40.65'</i>	<i>40.65</i>	<i>7.75'</i>	-	<i>40.65</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>58.97'</i>	<i>58.97</i>	<i>7.50'</i>	-	<i>58.97</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>196.62</i>	<i>196.62</i>			<i>196.62</i>

Standard Height of Superstructure *7.50*" " R.Q.D. *✓*Deduction for complete superstructure *42.00*Percentage covered  $\frac{S}{L} =$  *40.13*"  $\frac{S_1}{L} =$  *40.13*"  $\frac{E}{L} =$  *40.13*Percentage from Table, *Line A Tanker* *31.13*  
(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 =  $42 \times .3113 = 13.07$ 

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>59.00</i>	1		<i>59.00</i>	<i>35.20"</i>	<i>35.20</i>	1		<i>35.20</i>
$\frac{1}{8}L$ from A.P. ...	<i>26.255</i>	4		<i>105.02</i>	<i>2.87"</i>	<i>2.87</i>	4		<i>11.48</i>
$\frac{3}{8}L$ " ...	<i>6.49</i>	2		<i>12.98</i>	<i>0</i>	-	2		-
Amidships ...	-	4		-	<i>0</i>	-	4		-
$\frac{5}{8}L$ from F.P. ...	<i>12.98</i>	2		<i>25.96</i>	<i>2.01"</i>	<i>2.01</i>	2		<i>4.02</i>
$\frac{7}{8}L$ " ...	<i>52.51</i>	4		<i>210.04</i>	<i>30.36"</i>	<i>30.36</i>	4		<i>121.44</i>
F.P. ...	<i>118.00</i>	1		<i>118.00</i>	<i>95.95"</i>	<i>95.95</i>	1		<i>95.95</i>
Total ...				<i>531.00</i>					<i>268.09</i>

Mean actual sheer aft = *Deficient*  
Mean standard sheer aftMean actual sheer forward = *Deficient*  
Mean standard sheer forwardLength of enclosed superstructure forward of amidships =  
" " aft of " = *Tanker*Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{262.91}{18} \left( .75 - .2006 \right) = + 8.03$ 

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 = *36.65*  
Summer freeboard = *8.33*  
Moulded draught (d) = *28.32*

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = *7.08 = 7"*Addition for Winter North Atlantic Freeboard (if required) = *7.08 + 4.90 = 11.98 = 12"*

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$$\Delta = 19839$$

Tons per inch immersion at summer load water line

$$T = 66.14$$

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

$$= 7.50 \div 7\frac{1}{2} = 1.0$$

*See back of report!*

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.802 + .68}{1.36} = \frac{1.482}{1.36}$ Depth Correction ... *11.94*Deduction for superstructures ... *13.07*Sheer correction ... *8.03*Round of Beam correction ... *.31*

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+	-
<i>11.94</i>	-
-	<i>13.07</i>
<i>8.03</i>	-
<i>.31</i>	-
-	-
-	-
<i>20.28</i>	<i>13.07</i>
<i>13.07</i>	<i>20.28</i>

Summer Freeboard = *99.95*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	<i>14 1/2" = 36.8</i>	Tropical Fresh Water Freeboard ...	<i>7 1/2" = 21.72</i>
Fresh Water Line " " ...	<i>7 1/2" = 19.0</i>	Fresh Water " " ...	<i>7 1/2" = 21.72</i>
Tropical Line " " ...	<i>7" = 17.8</i>	Tropical " " ...	<i>7 1/2" = 21.72</i>
Winter Line below " " ...	<i>7" = 17.8</i>	Winter " " ...	<i>8" = 20.32</i>
Winter North Atlantic Line " " ...	<i>12" = 30.5</i>	Winter North Atlantic " " ...	<i>9 1/4" = 23.45</i>

-2 OCT 1936



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	Cargo	Oil fuel	Coffered	Forecastle	Progs	Progs	Progs	Fore peak	Chimney	Chimney
Dimensions of Hatchway	4'-0" x 6'-0"	2'-9 1/2" x 2'-9 1/2"	4'-5 1/2" x 2'-0"	9'-0" x 13'-0"	8'-4" x 7'-6"	12'-0" x 16'-0"	8'-0" x 12'-0"	9'-0" x 8'-0"	8'-0" x 6'-5"	8'-0" x 6'-5"
COAMINGS	Height above Deck	39"	40"	10"	44"	65"	11"	10"	65"	65"
	Thickness	40"	40"	10"	44"	65"	11"	10"	65"	65"
	Stiffeners	40"	40"	10"	44"	65"	11"	10"	65"	65"
	Brackets, Stays	3" x 2" x 40"	E.W.	180 x 75 x 10"						
HATCH BEAMS	Number									
	Spacing									
	Scantling and Sketch									
	Bearing Surface									
FORE AND AFTERS	Number									
	Spacing									
	Unsupported Lengths									
	Scantling and Sketch									
	Bearing Surface									
HATCH COVERS	Material	Steel	Steel	10 mm	44"	7 mm	Wood	Steel		
	Thickness	50"	50"	10 mm	44"	7 mm	3"	8 mm	7 mm	7 mm
	How fitted	Stripped	Stripped	Stripped	Stripped	Stripped	Stripped	Stripped	Stripped	Stripped
	Bearing Surface									
Spacing of Cleats							425-450 mm			
Number of Tarpaulins							2			
*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 :-

Fiddle openings on top of donkey boiler casing fitted with hinged steel covers.  
 Funnel plating 20"  
 Vent. coamings: Diam. 470 mm. & 770 mm. Hgt. of coamings 915 mm. & 2550 mm. (Staged)

## Particulars of Flush Bunker Scuttles :-

None fitted

## Particulars of Companionways :-

Progs space entrance at sides of deckhouse on progs :-  
 Downways 1600 x 640. Hgt. of sills 460 mm.  
 48 mm. thick solid teak doors. Manipulated from both sides.

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

Poep deck: - Diam. 9" to 12". Thicken. 32" to 34". Hgt. 30". Gossnecks 30".  
 Fore deck: - Derrick posts of strong construction.  
 Aft deck: - Diam. 12". Thicken. 34". Hgt. of coamings 36".  
 All vent. coamings are electrically welded to decks.  
 All vents. are provided with means for closing.

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

Poep deck: - Gossnecks 30" high.  
 Fore & aft decks: - " 39" "  
 All provided with means for closing.

## Particulars of Gangway Cargo and Coaling Ports :-

None

## Particulars of Scuppers and Sanitary Discharge Pipes :-

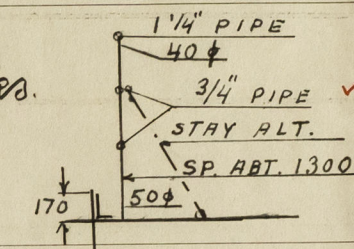
No scuppers below foreboard deck.  
 Sanitary discharge pipes from progs, decks house & from progs space are led overboard about 1' above 2nd deck. From accommodations on bridge deck are they led overboard above fore deck and from fore space, port side, in the fore progs room. All discharge ends are fitted with storm valves & all overboard drain pipes from progs space are fitted with non-detachable cover plugs at their inner ends.

## Particulars of Side Scuttles :-

All side scuttles are fitted with hinged, inside deadlights.

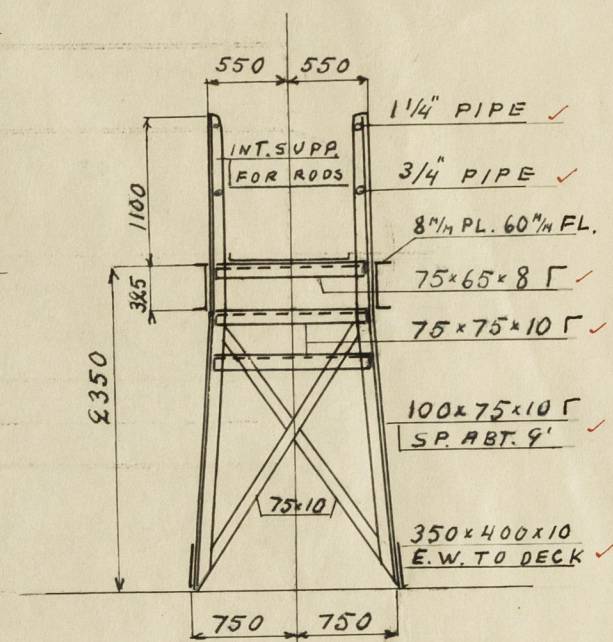
## Particulars of Guard Rails :-

Open rail 1100 mm. high on progs fore & aft decks.  
 Strong bulkheads 1100 mm. high on bridge deck.



## Particulars of Gangways, Lifelines, etc. :-

Steel gangway fitted between progs-bridge and forecastle.



## 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	Open rails					
Forward Well						
State position of each freeing port (F. and A. position and height above deck edge) } After 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.

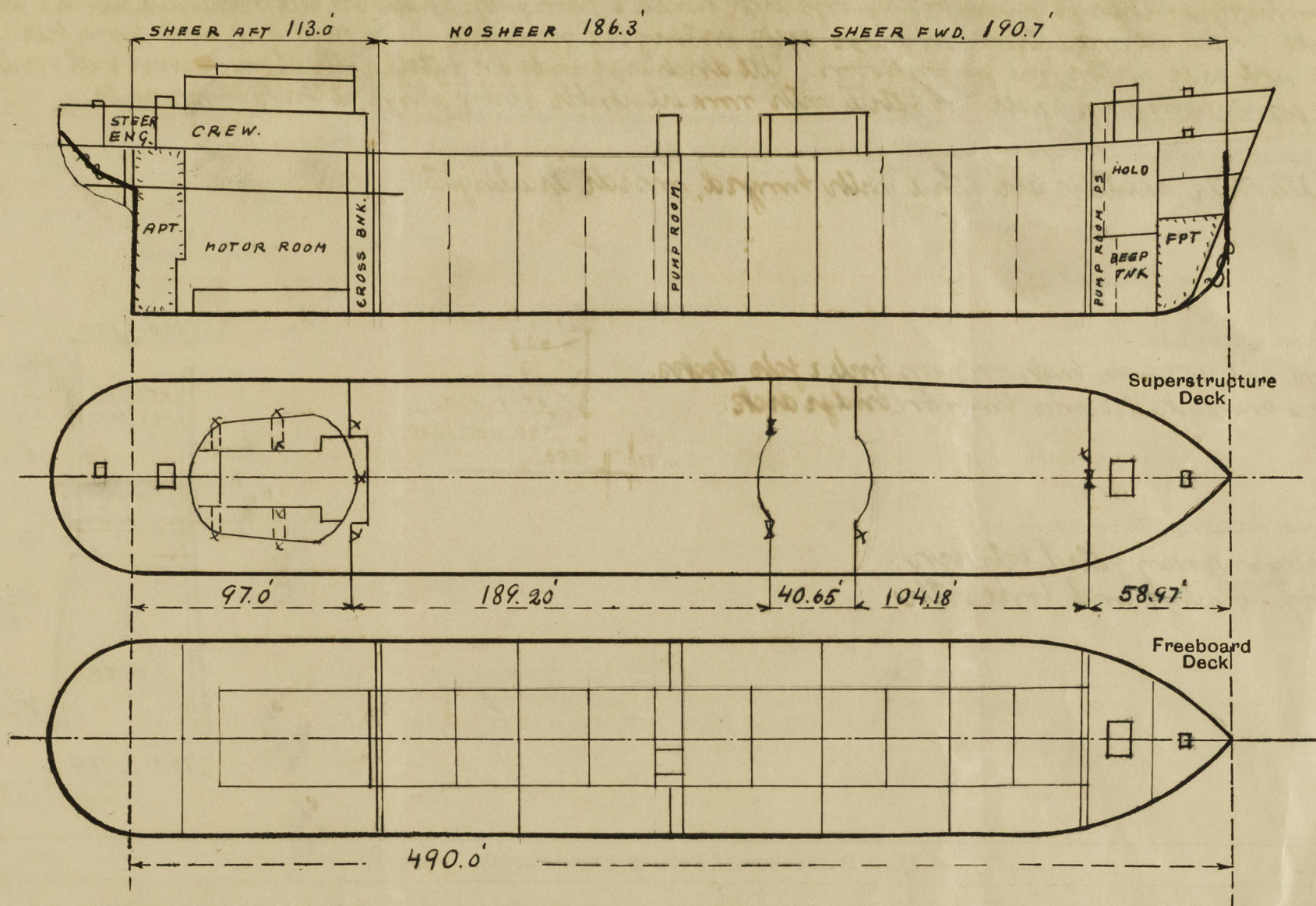
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poep Bulkhead	E.W. to dk.	47"	80 x 90 x 12 F	800	T. No long. B. E.W. to dk.	1520 x 625	625	7'-9"
Raised Quarter Deck Bulkhead	150 x 150 x 12 F	47" - 49"	80 x 90 x 12 F	740	T. No long. B. Curr. down	None	-	7'-9"
Bridge, After Bulkhead		32" - 34"	130 x 75 x 10 F	780 - 865	T. No long. B. E.W. to dk.	1245 x 940	585	7'-9"
Bridge, Forward Bulkhead	202 x 90 x 12 F	50" - 52"	80 x 90 x 12 F	780 - 865	T. No long. B. E.W. to dk.	1530 x 960	460	7'-9"
Forecastle Bulkhead		30"	150 x 75 x 9 F	915	T. No long. B. No long.	1470 x 935	610	7'-6"
Trunk, Aft								
Main Progs Room	710 x 8 mm	32"	90 x 60 x 8 F	510 - 610	-	1370 x 840	1220	10'-0"
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	130 x 65 x 8 F	32"	75 x 65 x 7 F	550 - 600	T. No long. B. No long.	1600 x 685	405	10'-6"
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).

Poep Bulkhead	Hinged W.T. steel doors, manipulated from both sides.
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	3/4" shifting boards in riveted channels, full height.
Bridge, Forward Bulkhead	Hinged W.T. steel door, manipulated from both sides.
Forecastle Bulkhead	3/2" shifting boards in riveted channels (No. space).
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	Hinged W.T. steel door manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	48 mm. solid teak doors, manipulated from both sides.



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:— *Longitudinal framing. Part electrically welded including butts of shell and deck plating, connections of transverse bulkheads to shell and to longitudinal bulkheads and connections of ribs & longitudinals to shell and bulkheads respectively.*

*Displacement in salt water and tons per inch immersion:*

<i>Moulded draught.</i>	<i>Displacement.</i>	<i>Tons per inch.</i>
<i>27.43'</i>	<i>19127 Tons.</i>	<i>65.9</i>
<i>31.09'</i>	<i>22055 "</i>	<i>66.9</i>
<i>34.75'</i>	<i>24947 "</i>	<i>67.5</i>

Builder's name and yard number *Hockmors Mek. Verkstads Aktiebol. Yard No. 191.*

Names of sister ships *M/T "BASILEA", Messrs. Hockmors M.V. Nos. Yard No. 189.*

Owners *Ms Coralanta, Oslo.*

Fee £ \_\_\_\_\_ Received by me \_\_\_\_\_



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