

ABISTAN  
32994  
Rpt. C.11.

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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index. No. **33440**  
(For London Office only.)

12643.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~  
having **POOP - BRIDGE - FORECASTLE**

(Type of Superstructures.)

Ship's Name **% GORJISTAN.** Nationality and Port of Registry **Brighton London** Official Number **161320** Gross Tonnage **5920** Date of Build **1929-11**

Moulded Dimensions: Length **425.0** Breadth **54.86** Depth **31.0**  
Moulded displacement at moulded draught = 85 per cent. of moulded depth **13606** tons  
Coefficient of fineness for use with Tables **.776**

Port of Survey **Bristol**  
Date of Survey **Mar 3. 4. 5 / 32.**  
Name of Surveyor **John L. Gwynne**  
Particulars of Classification **7-1041**

Depth for Freeboard (D) Moulded depth ... **31.0**  
Stringer plate ... **.84**  
Sheathing on exposed deck  $T \left( \frac{L-S}{L} \right) =$   
Depth for Freeboard (D) = **31.04**

Depth correction (a) Where D is greater than Table depth (D-Table depth) R = **(31.04 - 28.33) 3 = + 8.13**  
(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) **54.86.79**  
Standard Round of Beam =  $\frac{B \times 12}{50} =$  **13.15**  
Ship's Round of Beam = **14.50**  
Difference **1.35**  
Restricted to  
Correction =  $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.35}{4} \times .5017 = -.17$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	39.0	39.00	7.8	-	39.00
overhang ...	1.58	.79	-	-	.79
R.Q.D. enclosed ...	127.86	127.86	7.8	-	127.86
overhang ...	3.07	3.07	-	-	3.07
Bridge enclosed, equiv. ...	40.40	40.40	7.8	-	40.40
overhang aft ...	.66	.66	-	-	.66
overhang forward ...	.18	.18	-	-	.18
Trunk aft ...	-	-	-	-	-
forward ...	-	-	-	-	-
Tonnage opening aft ...	-	-	-	-	-
forward ...	-	-	-	-	-
Total ...	214.26	211.78	-	-	211.78

Standard Height of Superstructure **7.50**  
R.Q.D. ☒  
Deduction for complete superstructure **42.00**  
Percentage covered  $\frac{S}{L} =$  **50.422**  
 $\frac{S_1}{L} =$  **49.832**  
 $\frac{E}{L} =$  **49.832**  
Percentage from Table, Line A. ☒  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. **35.852**  
(corrected for absence of forecastle (if required))  
Interpolation for bridge less than 2L (if required) **.31**  
Deduction = **42.00 x .3585 = -15.06**

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	52.50	1	52.50	63	63.0	63.00	1	63.00	63.00
$\frac{1}{2}$ L from A.P. ...	23.36	4	93.44	27.5	27.25	27.25	4	109.00	109.00
$\frac{3}{4}$ L " ...	5.77	2	11.54	6.5	6.81	6.81	2	13.62	13.62
Amidships ...	-	4	-	-	-	-	4	-	-
$\frac{3}{4}$ L from F.P. ...	11.55	2	23.10	13.0	13.72	13.72	2	27.44	27.44
$\frac{1}{2}$ L " ...	46.72	4	186.88	54	54.9	54.90	4	219.60	219.60
F.P. ...	105.00	1	105.00	126	126.0	126.0	1	126.00	126.00
Total ...	-	-	472.46	-	-	-	-	558.66	558.66

Mean actual sheer aft = **Excess**  
Mean standard sheer aft =  
Mean actual sheer forward = **Excess**  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships = **.17**  
aft of " = **.13**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{86.20}{18} (.75 - .2521) = -2.38$   
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 = **31.04**  
Summer freeboard = **6.29**  
Moulded draught (d) = **24.75**

### Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **6.19 = 6 3/4**

dition for Winter North Atlantic Freeboard (if required) = ☒

### Deduction for Fresh Water.

Displacement in salt water at summer load water line  $\Delta =$  **12787 tons**  
Tons per inch immersion at summer load water line  $T =$  **46.8**

Deduction =  $\frac{\Delta}{40 T}$  inches = **6.83 = 6 3/4**

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

Correction for coefficient  $\frac{776 + .68}{1.36} = \frac{1.456}{1.36}$

	+	-
Depth Correction ...	8.13	-
Deduction for superstructures ...	-	15.06
Sheer correction ...	-	2.38
Round of Beam correction ...	-	.17
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc. ...	-	-

8.13 17.61 - 9.48

Summer Freeboard = **75.47**

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

Tropical Fresh Water Line above Centre of Disc ...	13	Tropical Fresh Water Freeboard ...	6' - 3 1/2"
Fresh Water Line " " ...	6 3/4	Fresh Water " " ...	5' - 2 1/2"
Tropical Line " " ...	6 1/4	Tropical " " ...	5' - 8 3/4"
Winter Line below " " ...	6 1/4	Winter " " ...	5' - 9 1/4"
Winter North Atlantic Line " " ...	6 1/4	Winter North Atlantic " " ...	5' - 9 3/4"

22 MAR 1932

MARKING FORM

RECEIVED 16 AUG 1934

MARKING FORM

RECEIVED 3-AUG 1934

## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway		FORP. WELL		BRIDGE SPACE	AFTER WELL		No. 3 Hatch on Bridge Deck	2 Coal Hatch on Bridge Deck	Escape Hatch Upper Deck	do.	
		No. 1	No. 2	No. 3	No. 4	No. 5	No. 6				
Dimensions of Hatchway		19' 3" x 22' 0"	35' 7" x 22'	26 1/2' x 22'	11' 10 1/2' x 22'	26' 1/2' x 22'	37' 3" x 22'	21' 0" x 22' 0"	9' 3" x 3' 0"	4' 5' 6" x 24'	2' 3' 0" x 3' 0"
COAMINGS	Height above Deck	3-1 1/2'	3-1 1/2'	9'	3-1 1/2'	3-1 1/2'	3-1 1/2'	28'-36'	28'	9 x 3 1/2' x 35'	9 x 3 1/2' x 35'
	Thickness	50	52	5	52	52	52	50	45	✓	✓
	Stiffeners	11 x 4 x 5	5	5	5	5	5	7 x 3 x 35 L	45	✓	✓
	Brackets, Stays	3	3	-	1	4	3	2	10 1/2" From Top	None	✓
HATCH BEAMS	Number	5	5	4	5	4	5	3			
	Spacing	5' 6"	5' 9"	5' 2"	5' 10"	5' 0"	5' 6"	5' 3"			
	Scantling and Sketch								✓		
	Bearing Surface	4	5	5	5	5	5	3"			
FORE AND AFTERS	Number	None									
	Spacing	None									
	Unsupported Lengths	None									
	Scantling* and Sketch	None									
HATCH COVERS	Material	White pine						W.P.	W.P.	W.P.	W.P.
	Thickness	3"						3"	3"	2 1/2"	2 1/2"
	How fitted	Fore + aft						FEA.	Thwartship	Thwartship	Thwartship
	Bearing Surface	3" on coaming 4" on beams						3 1/2"	2 1/2"	2 1/2"	2 1/2"
Spacing of Cleats		24"						24"	24"	13"	18"
Number of Tarpaulins		3 on each hatch						3	3	2	2

\*Are wood fore and afters steel shod at all bearing surfaces? *None*

Are battens and wedges efficient and in good condition? *Yes*

Are tarpaulins in good condition and in accordance with rule requirements? *Yes*

Are lashings provided in accordance with rule requirements? *Yes*

*Locking bars fitted to 1-4' 0" x 4' 0" - 9 x 3 1/2" x 4 L - 2 1/2" Covers - 3" Bearing Surface*

*at Brs. 31/1/42 Steel Locking Bars to No. 3 Hatch*

Particulars of fiddley, funnel and ventilator coamings :—

Stokehold gratings covered by strong steel hinged covers.  
Tralley & funnel vents in good condition.  
Engine room skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways :—

None ✓

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

3- Ribs on fore-castle deck 8" dia coaming 3" x 36" dia to fore-castle  
 2 - - - - - 16" - - - - - 36" x 26" - - - - - between decks  
 2 - - - - - fore well 16" - - - - - 4" x 34" x 36" - - - - - hold  
 2 - - - - - 17" - - - - - 3" x 36" - - - - - between decks  
 2 - - - - - bulkhead 17" - - - - - 3" x 36" - - - - - hold  
 2 - - - - - after well 20" - - - - - 4" x 36" - - - - -  
 4 - - - - - 14" - - - - - 4" x 26" - - - - -

1-14 vent on ports & tunnel.  $24 \times 26''$   
2-17 " " " hold " "  
3 tents on ports & air coaming  $21 \times 3$   
fit to accommodation.  
All ventilation according to Rules  
Coamings closed with wood plugs &  
canvas covers

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

on Bridge deck	6-5½ x 1-11½ C.I.	To DTB tank
In fore well	3-5½ C.I.	-
- after well	4-5½ C.I.	- after pearl
on poop	1-3½ -	-

all 2 1/2" high

All air pipes have snuffing hole on top of bend, as shown with canvas cover.

Particulars of Gangway Cargo and Coaling Ports:—

Home

Rpt. 9a.

Port of

Gongistan

Continuation of Report No.

dated

33440

on the

See Annual Survey Report from Glasgow  
15/11/35.

Two hinged steel doors fitted  
to Engine Room at after end of  
Bridge & Cents on board amended  
accordingly



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16/11/35

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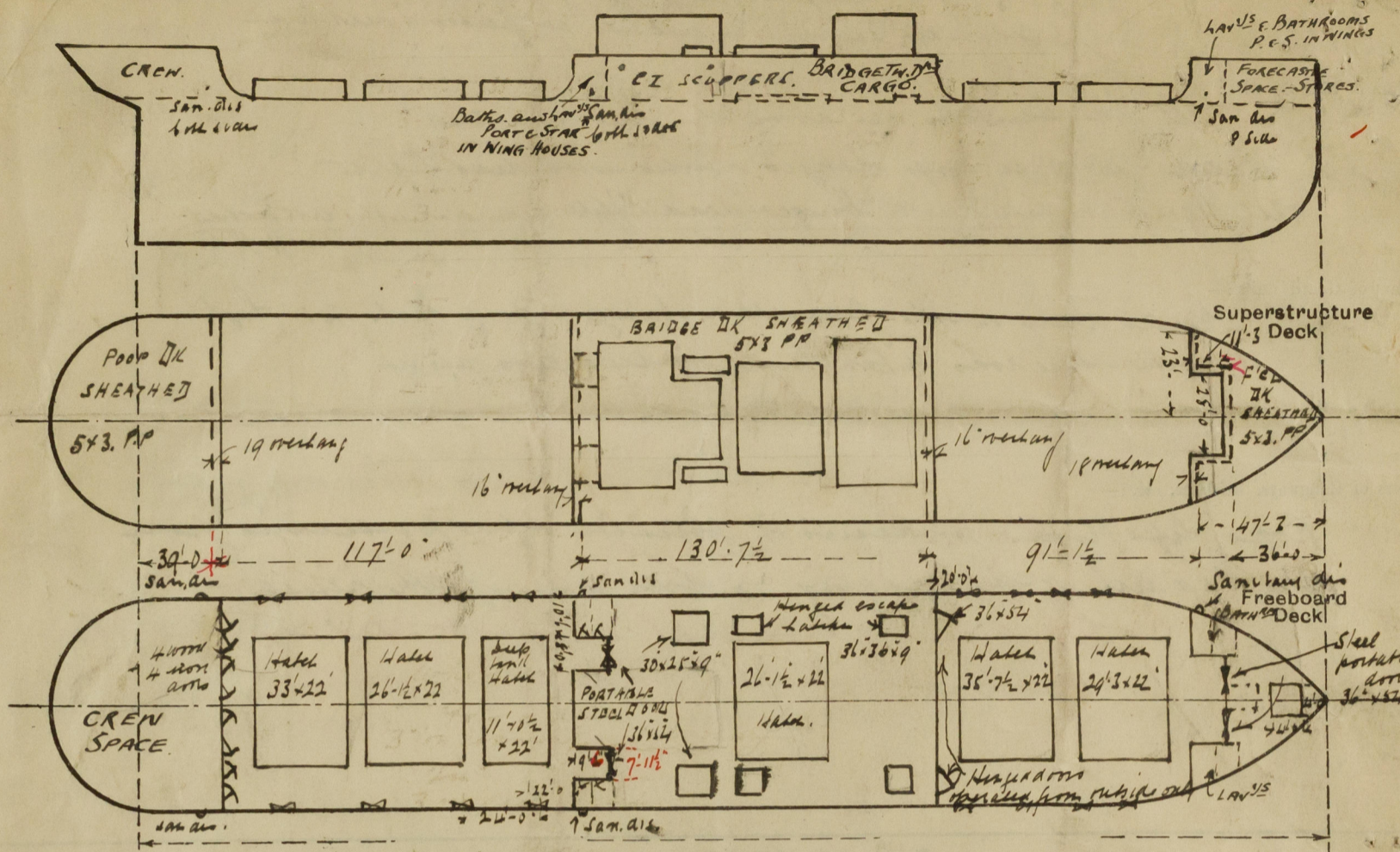
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Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ... ..	4 Steel and 4 Wood Hinged Doors operated from both sides
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	2 Portable Steel Plate secured by angles & bolts, Storm Boards in Channels
Bridge, Forward Bulkhead ... ..	2 Hinged Steel w.T. Doors operated from both sides
Forecastle Bulkhead ... ..	2 Portable Steel Plate secured by angles & bolts, Storm Boards in Channels
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	See Annual Report 24/1/45 Burrech and Agents (Burrech) letter 14/6/45.
Exposed Machinery Casings on Superstructure Decks ... ..	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	



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 shown on the following sketches:—



*All hatches on freeboard & superstructure deck complete with battens, tarpaulins, cleats etc.*

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

Bridge.  $121'-1\frac{1}{2}" = 121.12\checkmark$   
Hrs at  $35.87 \times 9.5\checkmark$   $6.74\checkmark$   
aft end  $54.79$   
O.H. aft  $127.86\checkmark$   
- fwd  $4.09\checkmark$   
 $1.33\checkmark$

FW  
SMID = 24  
19  
2nd 9  
122.6  
82  
94 x 55.9  
TR = 46.8

Fck.  $36.00$   
Side Hrs.  $11.25 \times 9$   $4.40$   
23  $40.40$

Bridge After Bulk Wing Houses - 3 Hangers Make Stiffs Average Spacing  $3'-6"$  - No end attachments  
Centre -  $4 \times 3 \times 30L$  " " "  $5'-6"$  " " " "

Fore Bulk - Wing Houses - 3 Hangers Make Stiffs -  $3'-6"$  apart  
Centre -  $8 \times 3 \times 35L$  Stiffs -  $3'-6"$  apart.  $\checkmark$

Air accommodation at - 2 doors P.E.S. -  $1\frac{1}{2}$  P.P. -  $73 \times 53$  - 18" Sill - operated from Both Sides  
After 1 of Bridge

Wing houses at After Port. 3 Steel Hanger Doors  $55 \times 24$  - 18" Sill - operated from both Sides  $\checkmark$   
End of Forecastle Start 1 " " " " " " " "

Builder's name and yard number *Readhead No 498*

Names of sister ships *Arabistan - Kolutan - Registan*

Owners *F.C. Strick & Co.*

Fee £ : Received by me



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