

21 FEB 74

## DEDUCTION FOR SUPERSTRUCTURES.

Standard Height of Superstructure  $7.50'$

" " R.Q.D.  $v$

Deduction for complete superstructure  $42.00''$

Percentage covered  $\frac{S}{L} = 100\%$

" "  $\frac{S_1}{L} = 99.53\%$

" "  $\frac{E}{L} = 99.53\%$

Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))  $99.42\%$

Percentage from Table, Line B.  
(corrected for absence of forecastle (if required))

Interpolation for bridge less than  $.2L$  (if required)

Deduction =  $42.00 \times .9942 = -41.76''$

Actual T.D = 11'-4"  
Standard = 7'-6"  
Diff = 3'-10"  
= 46"

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = E_{\text{excess}}$$

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = E_{\text{excess}}$$

Length of enclosed superstructure forward of amidships = }  
 " " aft of " = } C. S. S.

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{8}{2L} \right) = \frac{257.25}{18} (75 - 50) = -3.57'' \checkmark$$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓

93.30

### Correction for coefficient

Deduction =  $\frac{\Delta}{40 \text{ W}}$  inches

$$\frac{d}{H} = 6\frac{3}{4}'' \checkmark$$

Depth Correction	...	...	...	...
Deduction for superstructures			...	...
Sheer correction	...	...	...	...
Round of Beam correction	...		...	...
Correction for Thickness of Deck amidships				
Other corrections, scantlings, etc.	...			...

Summer Freeboard = 50.37

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:			
Tropical Fresh Water Line above Centre of Disc	13 3/4	13 3/4 = 34 1/2	Tropical Fresh Water Freeboard ... 4-2 1/4 4-2 1/4 = 12 7/8
Fresh Water Line " "	7	7 3/4 = 14 1/8	" ... 3-0 1/2 3-0 1/2 = 9 3/4
Tropical Line " "	6 3/4	6 3/4 = 17 1/2	" ... 3-7 1/4 3-7 1/4 = 10 6
Winter Line below " "	6 3/4	6 3/4 = 17 1/2	" ... 3-7 1/2 3-7 1/2 = 11 05
Winter North Atlantic Line " "	...	...	" ... 4-9 4-9 = 14 47



TARONGA.

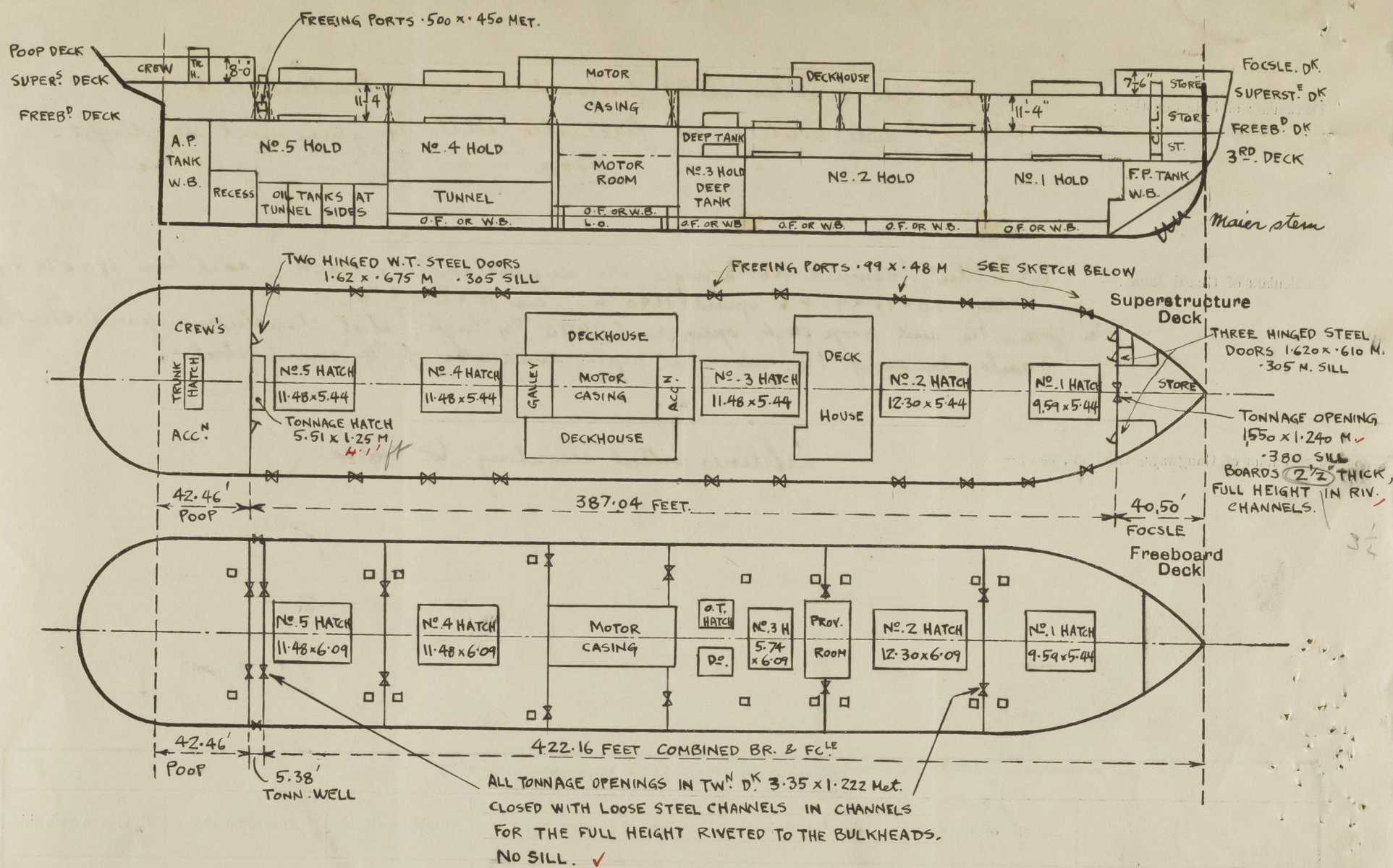
Particulars of Gangway Cargo and Coaling Ports :—

Particulars of Gangways, Lifelines, etc. :—

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	<del>Loose steel channel bars for full height in channels riveted to bulkhead.</del>
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	<del>Loose steel channel bars for full height in channels riveted to bulkhead.</del>
<del>Bridge</del> <sup>Long wall</sup> Forward Bulkhead ... ..	<del>Loose steel channels in full height riveted channels</del>
<del>Forward</del> <sup>bulk</sup> Bulkhead ... <i>other</i>	" " " " " "
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure 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:—



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

Trunk hatch on poop 2.440 x 5.440 Met., coaming 735 <sup>7</sup>/<sub>16</sub>" high, 11 <sup>1</sup>/<sub>4</sub>" thick, stiffened by 150 x 75 x 10 <sup>1</sup>/<sub>4</sub>" 5 horizontal stiffeners. 1 hatch beam 330 x 8 <sup>1</sup>/<sub>4</sub>" plate and four angles 90 x 75 x 11 <sup>1</sup>/<sub>4</sub>" 60 <sup>1</sup>/<sub>4</sub>" thick pine covers.

Tonnage hatch on superstructure deck 5.510 x 1.250 Met., coaming of a 230 x 90 x 11 <sup>1</sup>/<sub>4</sub>" 60 <sup>1</sup>/<sub>4</sub>" PINE COVERS

Trimming hatches on freeboard deck 610 x 610 Met. coaming 230 <sup>7</sup>/<sub>16</sub>" L x 90 x 11 <sup>1</sup>/<sub>4</sub>". 65 <sup>1</sup>/<sub>4</sub>" pine covers, iron grating on hinges.

- 2 off after end No. 1. hold
- 6 " " " " No. 2 " " "
- 4 " " " " No. 4 " " "
- 4 " " " " No. 5 " " "

Oil tight hatches on freeboard deck to deep tank. 2 off. 4.920 x 3.035 Met. coamings 825 <sup>7</sup>/<sub>16</sub>" high, 11 <sup>1</sup>/<sub>4</sub>" thick, stiffened by 2 brackets each side. 11 <sup>1</sup>/<sub>4</sub>" thick steel covers supported on steel fore-and after and stiffened by 150 x 75 x 9 <sup>1</sup>/<sub>4</sub>" 5 spaced 820 <sup>7</sup>/<sub>16</sub>" and also by a Bulb angle cross web 250 x 90 x 12 <sup>1</sup>/<sub>4</sub>"

Freeing ports in bulwark on superstructure deck 10 ports each side 990 480 area 4.6 sq. feet each. 3 - 7/8" round iron bars.

Builder's name and yard number *Odense Staalskibsverft ved A. P. Møller, Yard No. 50.*

Names of sister ships

Owners *Messrs. Wilh. Wilhelmsen, Oslo. Tonsberg.*

Fee £ : Received by me



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