

28 OCT 1932

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Index. No. **29333**
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Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. **5 3 0 2 7**

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
having a Poop, Bridge & Forecastle

Port of Survey Glasgow

Date of Survey 22nd October '32

Name of Surveyor A. W. Queen & W. J. Pyle

Particulars of Classification + 100A.1.
S.S. Cal No. 2-29

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
MATHURA	<u>British</u> <u>Liverpool</u>	<u>143690</u>	<u>9445</u>	<u>1920-12.</u>
Moulded Dimensions: Length <u>515.66</u> Breadth <u>63.62</u> Depth <u>38.31</u>				
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>23312</u> tons				
Coefficient of fineness for use with Tables <u>.764</u>				

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	... 38.31	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	63.62
Stringer plate	... 60"04	(38.35 - 34.38) x 3 = + 11.91		Standard Round of Beam = $\frac{B \times 12}{50}$	15.27
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	16"
Depth for Freeboard (D) =	38.35	If restricted by superstructures		Difference	Excurs .73
				Restricted to	.3957
				Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right)$	= $\frac{.73^2}{4} (1 - .6043) = -.07$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <u>equi</u> ...	47.25	47.25	4.5		47.25
" overhang ...	5	1.00	3.5		1.00
R.Q.D. enclosed ...	2.00				
" overhang ...	220.06				
Bridge enclosed <u>equi</u> ...	218.45	220.06	4.95		220.06
" overhang aft <u>at side</u> ...	3.45	1.83			1.83
" overhang forward ...	2.44				
W'ele enclosed <u>open</u> ...	41.50	41.50	4.00	7.25	40.12
" overhang ...			3.0	7.50	
Frank aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	313.25	311.64			310.26

Standard Height of Superstructure	7.50
" " R.Q.D.	
Deduction for complete superstructure	42.00
Percentage covered $\frac{S}{L} =$	60.75%
" " $\frac{S_1}{L} =$	60.43%
" " $\frac{E}{L} =$	60.17%
Percentage from Table, Line A. (corrected for absence of fore-castle (if required))	
Percentage from Table, Line B. (corrected for absence of fore-castle (if required))	46.29
Interpolation for bridge less than 2L (if required)	
Deduction = 42.00 x .4629 =	19.44

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	61.57	1		61.57	60	60.00	1		60.00
$\frac{1}{4}$ L from A.P. ...	27.40	4		109.60	26	26.07	4		104.28
$\frac{2}{4}$ L " ...	6.77	2		13.54	6.5	6.52	2		13.04
Amidships ...		4			0		4		
$\frac{3}{4}$ L from F.P. ...	13.54	2		27.08	14	14.02	2		28.04
$\frac{1}{4}$ L " ...	54.80	4		219.20	56	56.09	4		224.36
F.P. ...	123.14	1		123.14	129	129.00	1		129.00
Total ...				554.13					558.72

Mean actual sheer aft	Mean standard sheer aft	Difference 7.5%
Mean actual sheer forward	Mean standard sheer forward	Excurs
Length of enclosed superstructure forward of amidships	L	> .1L
" " aft of " "		> .1L

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

If limited on account of midship superstructure.

$\frac{554.13}{18} \left(.75 - .3037 \right) = -.01$
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 = 38.35
Summer freeboard = 8.81
Moulded draught (d) = 29.54

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 7.38 = 7.2

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 20999$
Tons per inch immersion at summer load water line
T = 65.00

Deduction = $\frac{\Delta}{40 T}$ inches
= 8.08 = 8"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	11.91	-
Deduction for superstructures	-	19.44
Sheer correction	-	.01
Round of Beam correction	-	.07
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-

Summer Freeboard = 105.82

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

Tropical Fresh Water Line above Centre of Disc	...
Fresh Water Line	"
Tropical Line	"
Winter Line	below
Winter North Atlantic Line	"

Tropical Fresh Water Freeboard	...
Fresh Water	"
Tropical	"
Winter	"
Winter North Atlantic	"

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

Description of Hatchway	HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS												HATCH BEAMS	FORE AND AFTERS	HATCH COVERS
	FREEBOARD	BRIDGE DECK	FREEBOARD	BRIDGE DECK	FREEBOARD	BRIDGE DECK	FREEBOARD	BRIDGE DECK	FREEBOARD	BRIDGE DECK	FREEBOARD	BRIDGE DECK			
Dimensions of Hatchway	22'-6"	34'-6"	15'-0"	14'-6"	22'-6"	14'-6"	22'-6"	14'-6"	22'-6"	14'-6"	22'-6"	14'-6"	4'-6"	4'-6"	2'-4"
COAMINGS	36"	36"	30"	30"	30"	30"	30"	30"	30"	30"	30"	30"	4'-6"	4'-6"	2'-4"
Height above Deck	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	4'-6"	4'-6"	2'-4"
Thickens	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	14"	4'-6"	4'-6"	2'-4"
Stiffeners	YBA	YBA	YBA	YBA	YBA	YBA	YBA	YBA	YBA	YBA	YBA	YBA	4'-6"	4'-6"	2'-4"
Brackets, Stays	3	4	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	4'-6"	4'-6"	2'-4"
HATCH BEAMS	4	4	2	3	3	3	3	3	3	3	3	3	4'-6"	4'-6"	2'-4"
Number	4	4	2	3	3	3	3	3	3	3	3	3	4'-6"	4'-6"	2'-4"
Spacing	4'-6"	4'-6"	5'-0"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	4'-6"	2'-4"
Unsupported Lengths	14'-4"	14'-4"	13'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	4'-6"	4'-6"	2'-4"
Scantling and Sketch	14'-4"	14'-4"	13'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	12'-4"	4'-6"	4'-6"	2'-4"
Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	4'-6"	4'-6"	2'-4"
FORE AND AFTERS															
Number															
Spacing															
Unsupported Lengths															
Scantling and Sketch															
Bearing Surface															
HATCH COVERS															
Material	W.P.														
Thickness	2 1/4"														
How fitted	5'-4"														
Bearing Surface	3"														
Spacing of Cleats	24"														
Number of Tarpaulins	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? **Kingbolts are provided for lashings.**

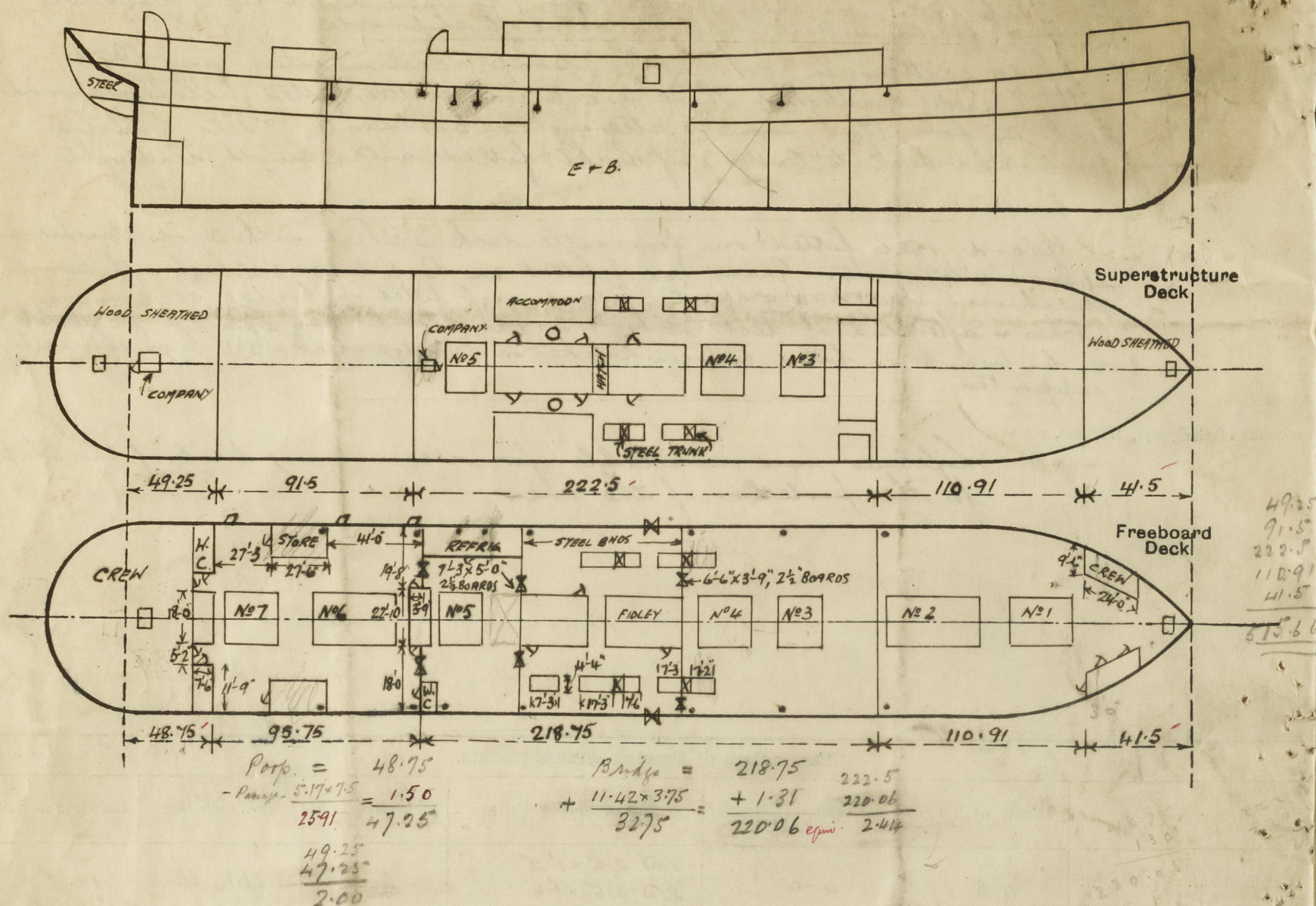
Particulars of fiddle, funnel and ventilator coamings: **Engine Room skylight on casing top made of steel strongly constructed. Funnel in good condition. Ventilators on casing top to repair. Fiddle openings on casing top protected by strong hinged plate covers.**

Particulars of Flush Bunker Scuttles: **There are flush bunker scuttles fitted on Bridge deck (1P+1S) 20" dia. Strongly constructed with bayonet joint, no chains attached.**

Particulars of Companionways: **There is a companionway fitted at aft end of Bridge deck to crew quarters, made of steel strongly constructed 5'-0" x 3'-0" x 5'-0" high, with wood door 4'-0" x 2'-4" x 1/2" thick. sill 9" high, operated both sides. There is a companionway fitted at aft end of Poop deck to crew quarters & steering gear house made of steel strongly constructed 4'-10" x 5'-3" x 5'-3" high, with wood door 4'-6" x 2'-0" x 1/2" thick. sill 6" high, operated both sides.**

Particulars of Ventilators in exposed positions on freeboard and superstructure decks: **2 vents on forecastle to hold eng. 24" high x 24" dia x 1/2" thick. 1 vent under stone room 10" x 12" x 30" - stayed. 2 D.P.V. in fore well 9'-0" x 26" x 50" - stayed. 1 vent on Bridge deck 4'-0" high x 24" dia x 1/2" thick. 2 vents on Bridge deck 5'-0" x 15" x 34" - 1" - 2" - 3" - 4" - 5" - 6" - 7" - 8" - 9" - 10" - 11" - 12" - 13" - 14" - 15" - 16" - 17" - 18" - 19" - 20" - 21" - 22" - 23" - 24" - 25" - 26" - 27" - 28" - 29" - 30" - 31" - 32" - 33" - 34" - 35" - 36" - 37" - 38" - 39" - 40" - 41" - 42" - 43" - 44" - 45" - 46" - 47" - 48" - 49" - 50" - 51" - 52" - 53" - 54" - 55" - 56" - 57" - 58" - 59" - 60" - 61" - 62" - 63" - 64" - 65" - 66" - 67" - 68" - 69" - 70" - 71" - 72" - 73" - 74" - 75" - 76" - 77" - 78" - 79" - 80" - 81" - 82" - 83" - 84" - 85" - 86" - 87" - 88" - 89" - 90" - 91" - 92" - 93" - 94" - 95" - 96" - 97" - 98" - 99" - 100" - 101" - 102" - 103" - 104" - 105" - 106" - 107" - 108" - 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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:—

General Inade

Timber freeboard not required -

This survey was held while the vessel was in drydock & afloat. -
no part of special survey has been held at this time -

The following repairs require to be effected before new freeboard is assigned.

- (1) minor repairs to ventilators on casing top & skylight glasses (Engine Room) to renew as req.
- (2) Hatch covers in Bridge tween decks to be repaired as necessary.
- (3) New lock to fit to fidley door starboard side in bridge tween decks.
- (4) Repairs to hatch covers as required.
- (5) Side scuttle glasses in steering compartment to renew where cracked.

The following displacement particulars have been obtained from the builders

Displacement at 30'-0" draft

21226 tons

" 31-0"

22018 "

Yons per inch at 30'-0"

65.5

31-0

66 "

Builder's name and yard number *C. Connell & Co. Ltd. Glasgow.*

Yard no 344

Names of sister ships *Mangalore*

Owners Thos. & Jn. Brocklebank Ltd

Fee £ 14 : 0 : 0

Received by me