

4 MAY 1932

Index. No. 280419
(For London Office only.)Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD. *Uch. No. 7551.*

Computation of Freeboard for Steamer, Sailing Ship, Tanker having <i>POOP, BRIDGE AND FORECASTLE.</i>					Port of Survey <i>MANCHESTER</i>
(Type of Superstructures.)					Date of Survey <i>26th APRIL 1932</i> <i>7th MAY 1932</i>
Ship's Name <i>"CYPRIAN PRINCE"</i>	Nationality and Port of Registry <i>BRITISH</i> <i>NEWCASTLE</i>	Official Number <i>142842</i>	Gross Tonnage <i>3071</i>	Date of Build <i>9. 19.</i>	Name of Surveyor <i>A.R. Gibbs</i>
Moulded Dimensions: Length <i>330.63</i> Breadth <i>46.5</i> Depth <i>35.5</i>					Particulars of Classification <i>+ 100A1</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>7247</i> tons					
Coefficient of fineness for use with Tables <i>761</i>					

Depth for Freeboard (D)		Depth correction	Round of Beam correction
Moulded depth <i>25.50</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(25.54 - 22.94) 2.543 + 8.90</i>	Moulded Breadth (B) <i>46.5</i>	Moulded Breadth (B) <i>46.5</i>
Stringer plate <i>04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>11.16</i>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>11.16</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>12</i>	Ship's Round of Beam = <i>12</i>
Depth for Freeboard (D) = <i>25.54</i>		Difference <i>84</i>	Difference <i>84</i>
		Restricted to	Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>84 \times 5137 / 4 = 11</i>	Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <i>84 \times 5137 / 4 = 11</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	<i>33.00</i>	<i>33.00</i>	<i>7.5</i>		<i>33.00</i>	Standard Height of Superstructure <i>6.81</i>
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure <i>37.37</i>
" overhang						Percentage covered $\frac{S}{L} =$ <i>48.78</i>
Bridge enclosed	<i>98.00</i>	<i>98.00</i>	<i>7.5</i>		<i>98.00</i>	" " $\frac{S_1}{L} =$ <i>48.63</i>
" overhang aft	<i>2.04</i>	<i>1.53</i>			<i>1.53</i>	" " $\frac{E}{L} =$ <i>48.63</i>
" overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Fore enclosed	<i>28.25</i>	<i>28.25</i>	<i>7.5</i>		<i>28.25</i>	Percentage from Table, Line B. (corrected for absence of forecastle (if required)) <i>34.83</i>
" overhang						Interpolation for bridge less than .2L (if required) <i>-</i>
Trunk aft						Deduction = <i>37.37 \times 34.83 = 13.02</i>
" forward						
Tonnage opening aft						
" " forward						
Total	<i>161.29</i>	<i>160.78</i>			<i>160.78</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	<i>43.06</i>	1		<i>43.06</i>	<i>55</i>	<i>55.00</i>	1		<i>55.00</i>	Mean actual sheer aft = <i>Excess</i>
1/2 L from A.P.	<i>19.16</i>	4		<i>76.64</i>	<i>22.5</i>	<i>22.91</i>	4		<i>91.64</i>	Mean actual sheer forward = <i>Excess</i>
1/2 L "	<i>4.74</i>	2		<i>9.48</i>	<i>5</i>	<i>5.73</i>	2		<i>11.46</i>	Mean standard sheer forward
Amidships		4			<i>0</i>		4			Length of enclosed superstructure forward of amidships = <i>1.55</i>
1/2 L from F.P.	<i>9.48</i>	2		<i>18.96</i>	<i>11</i>	<i>11.45</i>	2		<i>22.90</i>	" " aft of " = <i>1.41</i>
1/2 L "	<i>38.32</i>	4		<i>153.28</i>	<i>46</i>	<i>45.82</i>	4		<i>183.28</i>	
F.P.	<i>86.12</i>	1		<i>86.12</i>	<i>102</i>	<i>102.00</i>	1		<i>102.00</i>	
Total				<i>387.54</i>					<i>466.28</i>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{78.74}{18} (.75 - \frac{2439}{61}) = 2.21$										
If limited on account of midship superstructure. <i>✓</i> If limited to maximum allowance of 1 1/2 ins. per 100 ft. <i>✓</i>										

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<i>51.17</i>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line <i>7265 Tons.</i> $\Delta = \frac{7265 \times 72.65}{144} = 36.35$ Tons per inch immersion at summer load water line $T = \frac{36.35}{.75} = 48.47$ Deduction = $\frac{\Delta}{T}$ inches $\frac{36.35}{48.47} = .75$ <i>7265</i> <i>30.55 \times 40 = 1222</i> <i>6</i>	Correction for coefficient $\frac{761 + 68}{136} =$ <i>1441</i>	<i>54.22</i>
Depth to Freeboard Deck = <i>25.54</i>		Depth Correction	<i>8.90</i>
Summer freeboard = <i>3.98</i>		Deduction for superstructures	<i>13.02</i>
Moulded draught (d) = <i>21.56</i>		Sheer correction	<i>2.21</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>5.39</i> 5/2		Round of Beam correction	<i>.11</i>
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships	<i>-</i>
		Other corrections, scantlings, etc.	<i>-</i>
		Summer Freeboard = <i>47.78</i> 3-11/4	<i>6.44</i>

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

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

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS													
FACEBOARD DECK													
Description of Hatchway	...	...	No 1	No 2	No 3	No 4 & No 5	HATCH TO FORE PEAK	ESCAPE HATCHES IN BRIDGE SPACE	ESCAPE HATCHES IN BRIDGE SP	COALING HATCHES	HATCH TO AFTER PEAK	No 3 H. ON BRIDGE DECK
Dimensions of Hatchway	...	...	26'-6" x 18'-0"	26'-6" x 18'-0"	12'-0" x 18'-0"	26'-6" x 18'-0"	4'-0" x 3'-0"	2'-2'-5" x 1'-8"	2'-2'-6" x 1'-5"	2'-5'-6" x 2'-3"	3'-9" x 2'-9"	10'-1/2" x 18'-0"
COAMINGS	{	Height above Deck	...	30' ✓	34' ✓	9'-3 1/2" L	30'	9'-3 L	9'-3 L	9'-3 L	9'-3 L	30'	
		Thickness	Sides	...	44 ✓	44 ✓	✓	44	✓	✓	✓	✓	44
			Ends	...	44 ✓	44 ✓	✓	44	✓	✓	✓	✓	44
		Stiffeners	...	7 x 3 L ✓	7 x 3 L ✓	✓	7 x 3 L	✓	✓	✓	✓	✓	7 x 3 L
		Brackets, Stays	...	2-2' ROUND STAYS ✓	2-2' R.S.S. ✓	✓	2-2' STAYS ✓	✓	✓	✓	✓	✓	NONE ✓
HATCH BEAMS	{	Number	...	4		2	4						
		Spacing	...	5'-3 1/2"		4'-0"	5'-3 1/2"						
		Scantling and Sketch		4 x 3 x 44 ✓	AS No 1	4 x 3 x 44	AS No 1	NONE	NONE	NONE	NONE	NONE	4 x 3 x 44
				16' x 38' ✓		15' x 38'							13 1/2' x 38'
				4 x 3 x 44 ✓	HATCH ✓	4 x 3 x 44	HATCH ✓						4 x 3 x 44
Bearing Surface	...	3' ✓	✓	3' ✓	✓						3" ✓		
FORE AND AFTERS	{	Number	...										
		Spacing	...										
		Unsupported Lengths	...										
		Scantling* and Sketch	...										
		Bearing Surface	...										
HATCH COVERS	{	Material	...	N.P.			N.P.	N.P.	2 1/2" HINGERS	N.P.	N.P.	N.P.	
		Thickness	...	2 3/4			2 1/2	2 1/2	WOOD	2 1/2	2 3/4	2 3/4	
		How fitted	...	F.E.A.			TRANSVERSE	TRANS.		F.E.A.	TRANS.	F.E.A.	
		Bearing Surface		3"	AS No 1 HATCH		3"	3"	COVERS.	3"	3"	3"	
Spacing of Cleats	...	...	24"				18"	8 CLEATS	6 BUTTERFLY	20'	4 CLEATS	24"
Number of Tarpaulins	...	...	3				2 TARPS ✓	2 TARPS ✓	WFS & BOLTS	2	2 LOCKING BARS	3

*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? ✓

Locking bars fitted to No 1 Hatchway at Bow of Deck

ON BRIDGE DECK
 2 COALING HATCHES: 7'-10" x 3'-3" - 30" x 4 Coaming
 2 1/2" N.P. Covers - Cleats 21" - 2 Tarpaulins
 ON CASING TOP: 1'-6" x 1'-18" - 11" x 40 Coaming
 2 1/2" N.P. Covers - Cleats 24" x 28" - 2 Tarpaulins
 ON POOP DECK - Hatch to Store - 2'-0" x 2'-0" - 9" L Coaming - 2 1/2" N.P. Covers - 8 Cleats - 1 L.B. - 2 Tarps

Particulars of fiddle, funnel and ventilator coamings:—

*Stow hold Gratings covered by Strong Angled Steel Covers.
 Funnel and Fiddle Vents. in efficient condition
 E.H. Sky light 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:—

ON FORE DECK
 2 Vents. to Hold & Tr. D^o 18" dia x 34" coaming x .35
 IN WELL DECKS
 14 Vents. to Hold & Tr. D^o 18" dia x 36" coaming x .35
 ON BRIDGE DECK
 2 Vents. 18" dia x 30" coaming x .35 to Hold & Tr. D^o
 3 " 6" " x 15" " x .2 to Accommodation

ON POOP DECK
 4 Vents 6" dia x 15" coaming x .20 to CROW SPACE
 3 " 8" " x 18" " x .20
 2 " 9" " x 22" " x .25

All ventilators are Strongly Constructed and are closed by wood plugs and canvas covers.

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

ON FORE DECK
 1 Air pipe to Fore Peak Tank 3" dia x 16" high to Mouth
 No 1 D.B. 2" x 16"
 IN WELL DECKS
 2 air pipes to No 2 D.B. Tank 2" dia x 39" high to Mouth
 No 6 " 2" x 41"
 ON POOP DECK
 1 air pipe to After Peak Tank 3" dia x 14" high to Mouth

*Air pipes to Nos. 3, 4 & 5 D.B. Tanks discharge through Bridge Side about 6'-6" above Freeboard Deck (3.P. & 35) - closed with perforated zinc plate. No means of closing provided.
 Other air pipes on Fore Deck, in Well decks and on Poop Deck are closed by wood plugs.*

Particulars of Gangway Cargo and Coaling Ports:—

NONE



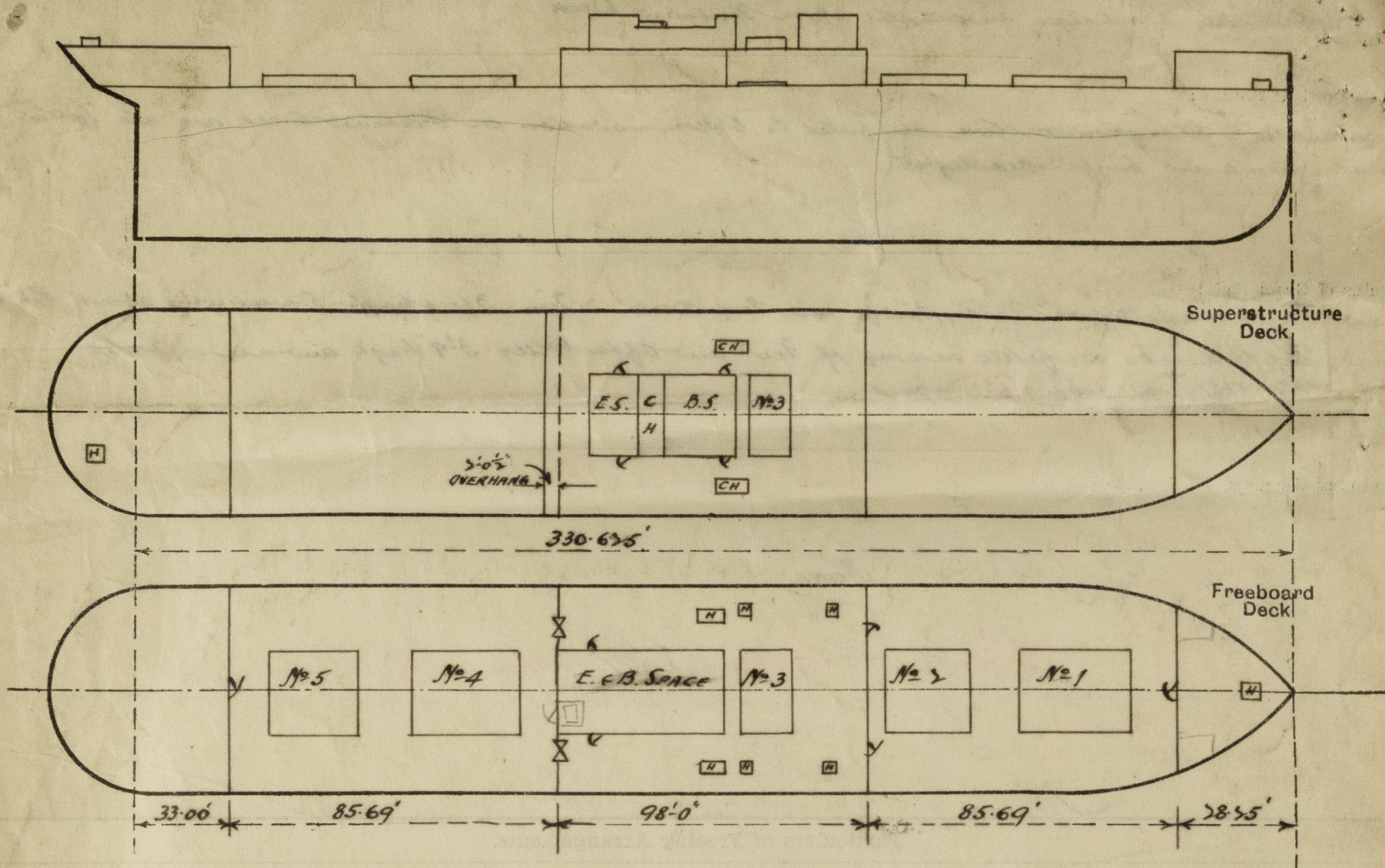
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



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

VESSEL SURVEYED AFLOAT.

OUT

Builder's name and yard number *J. BLUMER & CO. SUNDERLAND No 252*

Names of sister ships

Owners

Prince Line Ltd.

Fee £

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