

Index No. 39100  
(For London Office only.)

MARTITA. 38641  
hux 7.0. closed

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
S.S. "ASHANTIAN"	181090	BRITISH LIVERPOOL.	5123	June 1947

  

Moulded Dimensions: Length 425.00 Breadth 56.00 Depth 27.25' 1/2 Freeboard deck.	Port of Survey NEWCASTLE-ON-TYNE
425.79 to 4 madders sloch ✓	Date of Survey During Construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 11,757 tons	Surveyor's Signature J. H. Ballinger
Coefficient of fineness for use with Tables 74.5 ✓	Particulars of Classification * 100 A1 (With freeboard)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	... .. 27.25'	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	56.00'
Stringer plate	... .. 70 ... .. 06			Standard Round of Beam = $\frac{B \times 12}{50}$ =	13.44"
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	=
T $\left(\frac{L-S}{L}\right)$ =	-	(28.39 - 27.31) $\times 3 = -3.24$		Difference	13.44"
Depth for Freeboard (D) =	27.31	If restricted by superstructures	✓	Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ =	13.44.0061 4" = +.02

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	32.42'	32.42	8.75	—	32.42
" overhang ... ..	1.50'	.75			.75
R.Q.D. enclosed ... ..	✓				
" overhang ... ..	✓				
Bridge enclosed ... ..					
" overhang aft ... ..	387.37'	387.37	8.75'(aft)	10.75	387.37
" overhang forward ... ..			11.50'(mid)		
F'cle enclosed ... ..			rising to 17.00'(fwd)		
" overhang ... ..	none				
Trunk aft ... ..	✓				
" forward ... ..	✓	$\frac{1}{2} \times \text{depth}$			
Tonnage opening aft ... ..	4.5'	1.62	8.75'	—	2.62
" " forward ... ..	✓				
Total ... ..	425.79	423.16			423.16

Standard Height of Superstructure ..... 7.5'

" " R.Q.D. .... -

Deduction for complete superstructure ..... 42.00'

Percentage covered  $\frac{S}{L} = 100.00$

" "  $\frac{S_1}{L} = 99.39$

" "  $\frac{E}{L} = 99.39$

Percentage from Table, Line A. .... -

(corrected for absence of forecastle (if required)) ..... -

Percentage from Table, Line B. .... 99.25

(corrected for absence of forecastle (if required)) ..... -

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

Deduction =  $42.00 \times .9925 = -41.6$

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	52.58	1	52.58	<del>39</del> 11.00	50	1	50.00
$\frac{1}{2}$ L from A.P. ...	23.40	4	93.60	21.9	22.25	4	89.00
$\frac{3}{8}$ L „ ...	5.78	2	11.56	✓	5.50	2	11.00
Amidships ...	—	4	—	✓	—	4	—
$\frac{3}{8}$ L from F.P. ...	11.57	2	23.14	✓	13.03	2	26.06
$\frac{1}{2}$ L „ ...	46.80	4	187.20	5.25	44.25	4	177.00
F.P. ...	105.16	1	105.16	79.50	118.50	1	118.50
Total ...			473.24	+39			471.56

Actual horn dk height 10.75  
Standard " 7.5  
Diff 3.25 = 39%

Mean actual sheer aft  
Mean standard sheer aft = < 1 but > 75%

Mean actual sheer forward  
Mean standard sheer forward = > 1

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{1.68}{18} \times .25 = +.02$  If limited

If limited on account of midship superstructure.

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

<p><b>Deduction for Tropical Freeboard.</b></p> <p><b>Addition for Winter and Winter North Atlantic Freeboard.</b></p> <p style="text-align: right;">Ft.</p> <p>Depth to Freeboard Deck = <u>27.31</u></p> <p>Summer freeboard = <u>3.21</u></p> <p>Moulded draught (d) = <u>24.10</u></p> <p>Deduction for Tropical freeboard and addition for</p> <p>Winter freeboard = <math>\frac{d}{4}</math> inches = <u>6.02 = 6"</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>—</u></p>	<p><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line</p> <p><math>\Delta</math> = <u>12383 tons.</u></p> <p>Tons per inch immersion at summer load water line</p> <p>T = <u>47.90</u></p> <p>Deduction = <math>\frac{\Delta}{40 T}</math> inches</p> <p style="text-align: center;">= <u>6.46</u></p> <p style="text-align: center;">= <u>6 1/2"</u></p>	<p><b>TABULAR FREEBOARD</b> corrected for Fresh Deck (if required)</p> <p>Correction for coefficient <u>745 + .68</u> <u>1.425 / .36</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th></th> <th style="width: 10%;">+</th> <th style="width: 10%;">—</th> </tr> <tr> <td>Depth Correction ... ..</td> <td style="text-align: center;">—</td> <td style="text-align: center;">3.24</td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td style="text-align: center;">—</td> <td style="text-align: center;">41.68</td> </tr> <tr> <td>Sheer correction ... ..</td> <td style="text-align: center;">.02</td> <td style="text-align: center;">—</td> </tr> <tr> <td>Round of Beam correction ... ..</td> <td style="text-align: center;">.02</td> <td style="text-align: center;">—</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> </tr> <tr> <td>Other corrections, scantlings, etc. ... ..</td> <td style="text-align: center;">—</td> <td style="text-align: center;">—</td> </tr> <tr> <td></td> <td style="text-align: center;"><u>0.04</u></td> <td style="text-align: center;"><u>44.92</u></td> </tr> </table> <p style="text-align: right;">Summer Freeboard = <u>38.52</u></p>		+	—	Depth Correction ... ..	—	3.24	Deduction for superstructures ... ..	—	41.68	Sheer correction ... ..	.02	—	Round of Beam correction ... ..	.02	—	Correction for Thickness of Deck amidships ...	—	—	Other corrections, scantlings, etc. ... ..	—	—		<u>0.04</u>	<u>44.92</u>	<p style="text-align: right;">79.59</p> <hr/> <p style="text-align: right;">83.40</p> <p style="text-align: right;">S.B.</p> <p style="text-align: right;">3.6" w</p> <p style="text-align: right;">44.88</p> <hr/> <p style="text-align: right;">38.52</p>
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A	b 1947	Tropical Fresh Water Line above Centre of Disc	...	12 1/2"
		Fresh Water Line	" "	6 1/2"
		Tropical Line	" "	6"
		Winter Line	below	6"
		Winter North Atlantic Line	" "	...

Tropical Fresh Water Freeboard	2'-2"
Fresh Water "	2'-8"
Tropical "	2'-8 1/2"
Winter "	3'-8 1/2"
Winter North Atlantic "	... ..



A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Trade of ship General Cargo on West African Trade.

Names of sister ships S.S. "MARTITA" (intermediate C.S.S. ship)

Builder's name and yard number Shipbuilding Corporation, Ltd. (Lynn Branch). Yard no. 14.

Owners Ministry of Transport. (for United Africa Co. Ltd. on completion)

Fee £ To be charged with first entry.



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