

-7 APR 1932

Index. No. **33967**
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. **52287**

Computation of Freeboard for MOTOR Steamer, Sailing Ship, Tanker having POOP, BRIDGE AND FORECASTLE					Port of Survey GLASGOW
(Type of Superstructures.)					Date of Survey 22nd MARCH 1932
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Name of Surveyor
"IMPERIAL TRANSPORT"	BRITISH LONDON	162620	8100	1931-9	H.T.
Moulded Dimensions: Length 458'-6" Breadth 59'-9" Depth 34'-5 1/2" Moulded displacement at moulded draught = 85 per cent. of moulded depth 19030 tons Coefficient of fineness for use with Tables .786					Particulars of Classification + 100 A.1. "CARRYING PETROLEUM IN BULK" "LONGITUDINAL FRAMING"

Depth for Freeboard (D) Moulded depth ... 34'-5 1/2" Stringer plate ... 0.06 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓ Depth for Freeboard (D) = 34.52	Depth correction (a) Where D is greater than Table depth (D - Table depth) R = $(34.52 - 30.56) \times 3 = + 11.88 \checkmark$ (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) 59'-9" Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.34 Ship's Round of Beam = 15" Difference .66 Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$.66 x .6325 = -.416
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	94.5	94.50	7.5	✓	94.50
" overhang ...	NONE				
R.Q.D. enclosed					
" overhang					
Bridge enclosed...	27.0	27.00	7.5	-	27.00
" overhang aft ...	10.0	7.50	"		7.50
" overhang forward	NONE				
F'dle enclosed ...	39.5	39.50	7.5	✓	39.50
" overhang ...	NONE				
Trunk off					
" forward ...					
Tonnage opening aft					
" " forward					
Total ...	171.00	168.50			168.50

Standard Height of Superstructure	7.50
" " R.Q.D.	✓
Deduction for complete superstructure	42.00
Percentage covered $\frac{S}{L} =$	37.30
" " $\frac{S_1}{L} =$	36.75
" " $\frac{E}{L} =$	36.75
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, Line B. <i>Tanker</i>	27.75
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction =	42.00 x .2775 = -11.66 ✓

Sheer plotted.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	55.85	1		55.85	66.00	66.00	1		66.00
1/4 L from A.P. ...	24.85	4		99.40	27.25	27.25	4		109.00
1/2 L " ...	6.14	2		12.28	1.50	1.50	2		3.00
Amidships ...	✓	4		-	✓	✓	4		-
3/4 L from F.P. ...	12.29	2		24.58	14.25	14.25	2		28.50
1/4 L " ...	49.71	4		198.84	54.75	54.75	4		219.00
F.P. ...	111.70	1		111.70	126.00	126.00	1		126.00
Total ...				502.65					551.50

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{48.85}{18} \times \frac{.635}{.75 - .1875} = -1.53 \checkmark$$

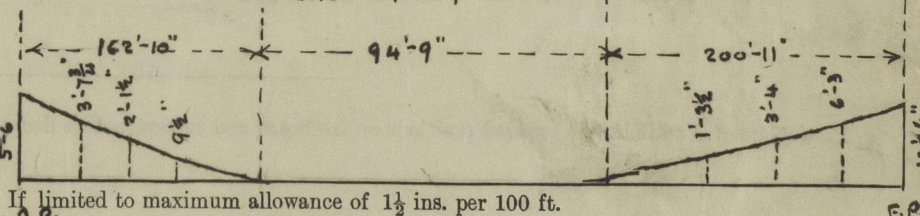
If limited on account of midship superstructure. ✓

 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 = *Tanker.*
 " " aft of " = *Does not apply.*

ORDINATES EQUALLY SPACED.



If limited to maximum allowance of 1 1/2 ins. per 100 ft.

 Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

 Ft.
 Depth to Freeboard Deck = **34.52**
 Summer freeboard = **6.83**
 Moulded draught (d) = **27.69**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.92 = 7"**Addition for Winter North Atlantic Freeboard (if required = **4.58 = 4 1/2"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ **17105. ✓**

Tons per inch immersion at summer load water line

 $T =$ **55.8. ✓**Deduction = $\frac{\Delta}{40T}$ inches $=$ **7.65 ✓** $=$ **7 3/4" ✓**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{786 + .68}{1.36} =$

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. ...

	+	-
Depth Correction ...	11.88	✓
Deduction for superstructures ...	-	11.66
Sheer correction ...	✓	1.53
Round of Beam correction ...	✓	.10
Correction for Thickness of Deck amidships	✓	✓
Other corrections, scantlings, etc. ...	✓	✓
	11.88	13.29

Summer Freeboard = **81.93**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 " " ...

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	TO FORWARD HOLD	TO MAIN OIL TANKS	TO SUMMER TANKS						
Dimensions of Hatchway	13'-6" x 12'-0"	6'-0" x 4'-0"	6'-0" x 3'-6"						
COAMINGS	Height above Deck ... 30 Thickness ... 1/4" Stiffeners ... 7" B.A. Brackets, Stays ... NONE	9 x 3 1/2 x 50 BA	9 x 3 1/2 x 50 BA						
HATCH BEAMS	Number ... Spacing ... Scantling and Sketch ...	NONE	NONE	NONE					
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ...	NONE	NONE	NONE					
Bearing Surface									
HATCH COVERS	Material ... STEEL Thickness ... PLATE How fitted ... COVER Bearing Surface ...	OILTIGHT STEEL PLATE COVER	OILTIGHT STEEL PLATE COVER						
Spacing of Cleats	✓	✓	✓						
Number of Tarpaulins									
*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? ✓									

Particulars of fiddle, funnel and ventilator coamings:—

ENGINE SKYLIGHT OF STEEL STRONGLY CONSTRUCTED
VENT. COAMINGS ON CASING TOP IN GOOD CONDITION

Particulars of Flush Bunker Scuttles:—

NONE

Particulars of Companionways:—

NONE

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

ALL VENTILATOR COAMINGS CONSTRUCTED IN ACCORDANCE WITH THE RULES
AND CLOSED WITH WOOD PLUGS AND CANVAS COVERS

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

ALL AIR PIPES IN ACCORDANCE WITH RULES AND CLOSED WITH CANVAS COVERS

Particulars of Gangway Cargo and Coaling Ports:—

NONE

Particulars of Scuppers and Sanitary Discharge Pipes —

ALL SCUPPERS AND SANITARY DISCHARGE APES HAVE STORM VALVES AT SHIP'S SIDE

Particulars of Side Scuttles:—

NONE SIDE SCUTTLES FITTED BELOW FREEBOARD DECK.

Particulars of Guard Rails:—

OPEN RAILS FITTED ON POOP, BRIDGE & FORECASTLE DECK
OPEN RAILS FITTED IN FORWARD AND AFTER WELLS — FULL LENGTH.

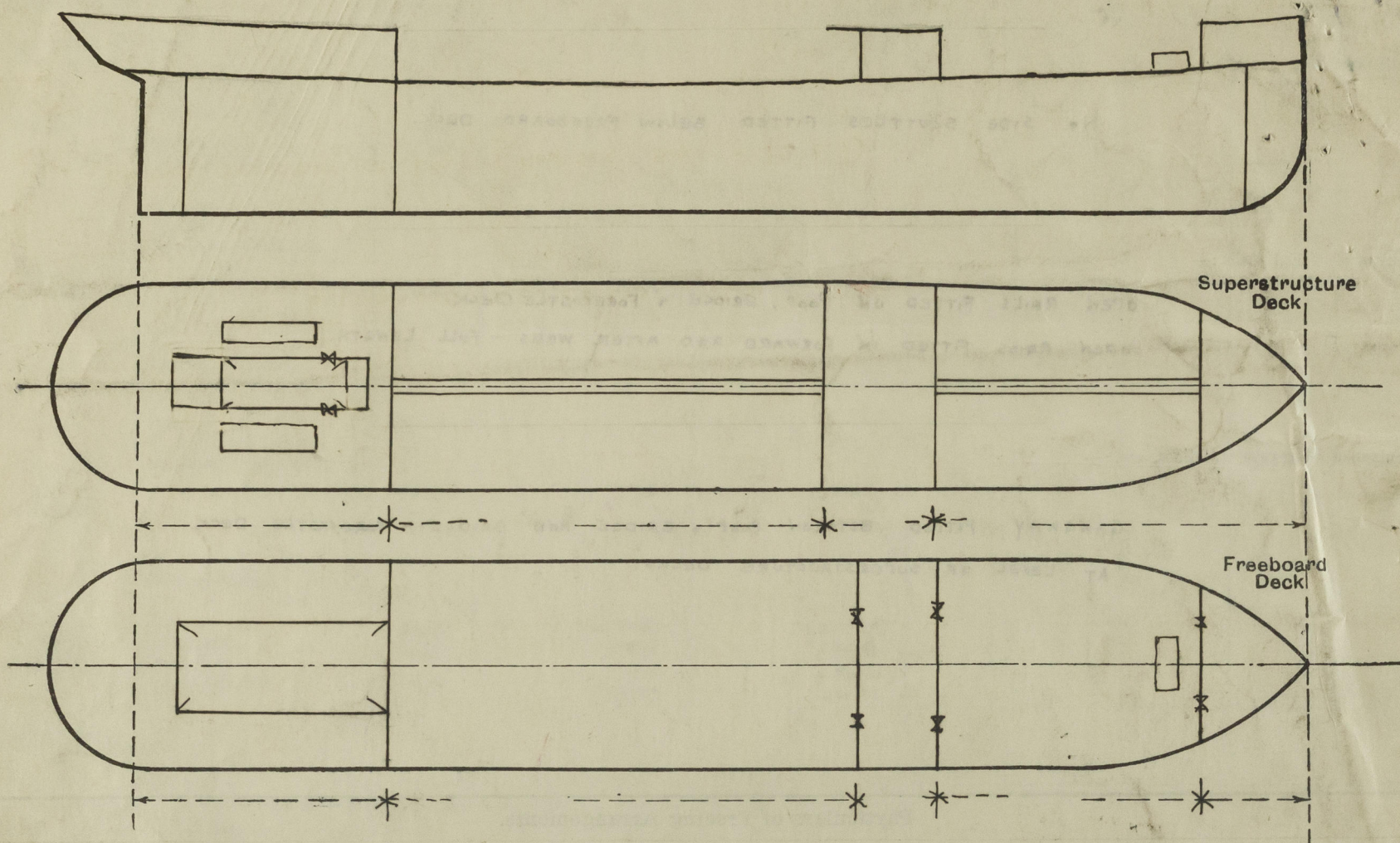
Particulars of Gangways, Lifelines, etc.:—

GANGWAY FITTED BETWEEN POOP & BRIDGE AND BRIDGE & FORECASTLE DECK
AT LEVEL OF SUPERSTRUCTURE DECKS.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	OPEN	RAILS FITTED	FULL LENGTH OF WELL	✓		
Forward Well	OPEN	RAILS FITTED	FULL LENGTH OF WELL			
State position of each freeing port ... } After Well:— (F. and A. position and height above deck edge) } Forward Well:— State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	18 x 40	40	9 x 3 1/2 x 40 BA	33	LUGS T + B	NONE	✓	✓
Raised Quarter Deck Bulkhead		40						
Bridge, After Bulkhead	18 x 30	30	4 x 3 x 30 BA	30	NONE			
Bridge, Forward Bulkhead	18 x 40	40	9 x 3 x 40 BA	30	LUGS T + B		18	
Forecastle Bulkhead	18 x 30	30	A	30	NONE		18	✓
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructure not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								
Particulars of Closing Appliances (state if capable of being manipulated from both sides).								
Poop Bulkhead					NONE			
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead					SHIFTING BOARDS IN CHANNELS RIVETED TO BULKHEAD	FULL HEIGHT OF OPENING		
Bridge, Forward Bulkhead					HINGED W.T. DOORS			
Forecastle Bulkhead					SHIFTING BOARDS IN CHANNELS RIVETED TO BULKHEAD	FULL HEIGHT OF OPENING		
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructure 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 shewn on the following sketches:—



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

FULL DISPLACEMENT	AT 26'-0" DRAFT	= 15840 TONS.	TONS PER INCH	= 55.37 TONS
"	" 27'-0" "	= 16510 "	"	= 55.68 "
"	" 28'-0" "	= 17175 "	"	= 55.85 "

F.W. 24-8 1/4"
2 1/2"
24-10 3/4"

14145
70
14105

Builder's name and yard number BLYTHS WOOD S. B. CO LTD. N°-31.

Names of sister ships NONE

Owners EMPIRE TRANSPORT CO LTD (Houlder Bros. + CO LTD)

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