

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Roop. Bridge & Forecastle*

Port of Survey *Falmouth*

(Type of Superstructures.)

Date of Survey *20. 4. 32*

Ship's Name *"SAMBUR"* Nationality and Port of Registry *British Weymouth* Official Number *148590* Gross Tonnage *801 276* Date of Build *1925 5 Mo.*

Name of Surveyor *Archie Murray*

Moulded Dimensions: Length *200.7* Breadth *33.5* Depth *15.92*
Moulded displacement at moulded draught = 85 per cent. of moulded depth *1720* tons
Coefficient of fineness for use with Tables *662 68*

Particulars of Classification *100 A. 1.*

for Channel Service. Weymouth & Portland Islands

Depth for Freeboard (D)
Moulded depth ... *15.92*
Stringer plate *3.4* ... *0.3*
Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) = \frac{21(200.7-161)}{200.7} = 0.4$
sheathing 95
Depth for Freeboard (D) = *15.99*

Depth correction
(a) Where D is greater than Table depth
(D-Table depth) R = *(15.99-13.38) 15.44 + 4.03*
(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) *33.5*
Standard Round of Beam = $\frac{B \times 12}{50} = 8.04$
Ship's Round of Beam = *9*
Difference *.96*
Restricted to
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.96}{4} \times 1.5706 = .14$

DEDUCTION FOR SUPERSTRUCTURES.

Eff. Length of Superstructure = 36
L = 200.7
6.0

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poep enclosed <i>open</i> ...	<i>20.0</i>	<i>19.00</i>	<i>7.75</i>		<i>10.00</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed <i>open</i> ...	<i>72.0</i>	<i>36.00</i>	<i>7.75</i>		<i>36.00</i>
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed <i>open</i> ...	<i>29.07</i>	<i>15.70</i>	<i>7.75</i>		<i>15.70</i>
" overhang ...	<i>48.93</i>	<i>24.47</i>			<i>24.47</i>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>161</i>	<i>86.17</i>			<i>86.17</i>

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure *26.07*

Percentage covered $\frac{S}{L} = .8022$

" " $\frac{S_1}{L} = .4294$

" " $\frac{E}{L} = .4294$

Percentage from Table, Line A.
(corrected for absence of forecastle (if required)) *26.0*

Percentage from Table, Line B.
(corrected for absence of forecastle (if required)) *30.0*

Interpolation for bridge less than .2L (if required) *29.58*

Deduction = *26.07 + 29.58 = 7.72*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<i>30.07</i>	1	<i>30.07</i>	<i>42.1525</i>	<i>15.25</i>	1	<i>15.25</i>
$\frac{1}{2}$ L from A.P. ...	<i>13.38</i>	4	<i>53.52</i>	<i>22.593</i>	<i>5.93</i>	4	<i>23.72</i>
$\frac{2}{3}$ L " ...	<i>3.31</i>	2	<i>6.62</i>	<i>6.148</i>	<i>1.48</i>	2	<i>2.96</i>
Amidships ...	<i>0</i>	4		<i>0.0</i>	<i>0</i>	4	<i>0</i>
$\frac{2}{3}$ L from F.P. ...	<i>6.62</i>	2	<i>13.24</i>	<i>2.553</i>	<i>5.53</i>	2	<i>11.06</i>
$\frac{1}{2}$ L " ...	<i>26.76</i>	4	<i>107.04</i>	<i>6.2212</i>	<i>22.12</i>	4	<i>88.48</i>
F.P. ...	<i>60.14</i>	1	<i>60.14</i>	<i>15.4230</i>	<i>42.30</i>	1	<i>42.30</i>
Total ...	<i>270.63</i>		<i>270.63</i>				<i>183.97</i>

Mean actual sheer aft = *Def*
Mean standard sheer aft =

Mean actual sheer forward = *Def* *.782*
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = *not enclosed*

" " aft of " =

0 1 0 0 1 0
6.62 3 19.86 5.53 3 16.59
26.76 3 80.28 22.12 3 66.36
60.14 1 60.14 42.30 1 42.30
160.28 125.45
125.45 = .7822
160.38

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{86.66}{18} \left(.75 - \frac{401}{200.7} \right) = .168$

If limited on account of midship superstructure.

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 = *15.99*
Summer freeboard = *3.71*
Moulded draught (d) = *12.28*
45

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *3.1* *3"*

for Winter North Atlantic Freeboard (if

and = *2*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 1532$

Tons per inch immersion at summer load water line

T = *12.9*

Deduction = $\frac{\Delta}{40T}$ inches

= *1532*

12.9 2.97

3

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient *.68 + .68*
1.36

Depth Correction ... *4.03*

Deduction for superstructures ... *7.72*

Sheer correction ... *1.68*

Round of Beam correction ... *.14*

Correction for Thickness of Deck amidships ... *2.02*

Other corrections, scantlings, etc. ... *21.40*

Summer Freeboard = *29.13 785 + 2.*

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

Tropical Fresh Water Line above Centre of Disc ... *6*
Fresh Water Line " " ... *3*
Tropical Line " " ... *3*
Winter Line below " " ... *3*
Winter North Atlantic Line " " ... *5*

Tropical Fresh Water Freeboard ... *3-8 1/2*
Fresh Water " " ... *3-2 1/2*
Tropical " " ... *3-5 1/2*
Winter " " ... *3-*
Winter North Atlantic " " ... *4-1*

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Bridge, Forecastle, Exposed Machinery, Deckhouses on

RECEIVED 1 MAY 1932

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Particulars of fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways :—

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

Particulars of Air Pipes in exposed positions on freeboard, ~~main~~ ^{upper} quarter, or superstructure decks :—

of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers' and Sanitary Discharge Pipes —

Particulars of Side Scuttles:

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

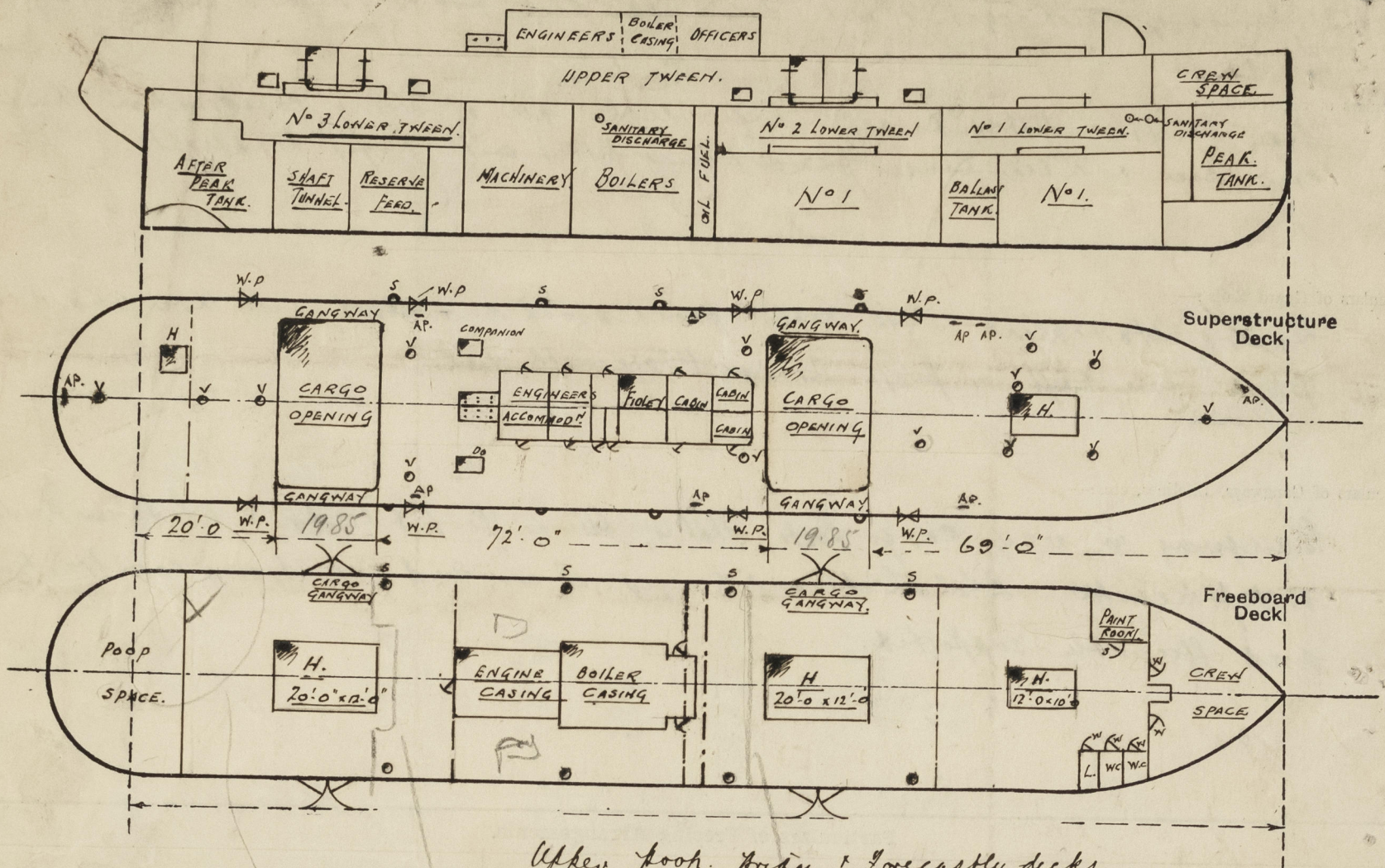
Particulars of Freeing Arrangements.

Particulars of Superstructures, Trunks, Casings, Deckhouses.Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	...	None
Raised Quarter Deck Bulkhead	...	...	...	✓
Bridge, After Bulkhead	...	...	...	✓
Bridge, Forward Bulkhead	...	...	...	✓
Bridge, Main Bulkhead	...	...	...	Hinged wood door manipulated both sides
Forecastle Machinery Casings on Free-boards	...	...	...	" steel door "
Exposed Machinery Casings on Super-structure Deck	...	...	...	None
Exposed Machinery within Super-structure Deck with Class I Closing	...	...	...	✓
Machinery Casings not fitted with Class I Closing	...	...	...	✓
Appliances on Flush Deck Ships	...	...	...	✓
Deckhouses on	...	...	...

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:—

T.S.S. SAMBUR.



Upper, poop, bridge & forecastle decks covered with 2 1/2" pitch pine deck.

board

steel

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

20'-0"
72'-0"
69'-0"
39'-9"
20'-0"

Builder's name and yard number Swan Hunter & Wigham Richardson Ltd
 Names of sister ships This Report refers to the T.S.S. 'SAMBUR' (sister ship 'Rebeck')
 Owners Great Western Railway
 Fee £ 6 : 16 : 0 Received by me DMT



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