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14 JUN 1932

Index No. 32045  
(For London Office only.)

Rpt. C.11.  
Folsterbo 21134

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Mch. No. 7594

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having POOP BRIDGE AND FORECASTLE

(Type of Superstructures)

Ship's Name "STENSBY" Nationality and Port of Official Number Durban British Gross Tonnage 3953 Date of Build 9.26

Moulded Dimensions: Length 350.0 Breadth 50.5 Depth 28.0

Moulded displacement at moulded draught = 85 per cent. of moulded depth 9462 tons

Coefficient of fineness for use with Tables 787

Port of Survey MANCHESTER

Date of Survey 13th JUNE 1932

Name of Surveyor A.R. Gibbs

Particulars of Classification +100 AI

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	28.0	(a) Where D is greater than Table depth (D-Table depth) R = $(28.03-23.33) \times 2.692 = 12.65$		Moulded Breadth (B)	50.5
Stringer plate	.03	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50} = 12.12$	
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam = $\frac{12.12}{.38} = 31.89$	
Depth for Freeboard (D) =	28.03			Difference	
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{38}{4} \times \left( 1 - \frac{.479}{.4016} \right) = .05$	

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	30.25	30.25	8'6"		30.25
" overhang	N.A.				
R.Q.D. enclosed					
" overhang					
Bridge enclosed	114.82	114.82	8'6"		114.82
" overhang aft	1.62	1.62			1.62
" overhang forward	1.12	1.12			1.12
F'cle enclosed	31.75	31.75	8'6"		31.75
" overhang	2.45	2.45			2.45
Trunk aft					
" forward					
Tonnage opening aft					
" forward	2.31	2.31			2.31
Total	183.98	181.44			181.44

Standard Height of Superstructure 7.00

" " R.Q.D.

Deduction for complete superstructure 38.67

Percentage covered  $\frac{S}{L} = 52.56$

" "  $\frac{S_1}{L} = 51.84$  52.09

" "  $\frac{E}{L} = 51.84$  52.09

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

Percentage from Table, Line B. 38.09  
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 38.67  $\times$  38.09 = -14.43

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	45.00	1		45.00	45	45.0	1		45.00
1/4 L from A.P.	20.02	4		80.08	19 3/4	19.75	4		79.00
2/4 L	4.95	2		9.90	5	4.94	2		9.88
Amidships		4			0		4		
3/4 L from F.P.	9.90	2		19.80	10 3/4	11.26	2		22.52
1/4 L	40.05	4		160.20	44 1/2	45.03	4		180.12
F.P.	90.00	1		90.00	102	102.0	1		102.00
Total				404.98					437.92

Mean actual sheer aft = Deficient

Mean standard sheer aft

Mean actual sheer forward = Excess

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = 16.48

" " aft of " = 16.30

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{404.98 - 437.92}{18} \left( .75 - \frac{.75}{2} \right) = .89$

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = 28.03	$\Delta = 9.246$	Depth Correction
Summer freeboard = 4.83	Tons per inch immersion at summer load water line	Deduction for superstructures
Moulded draught (d) = 23.20	$T = \frac{36.3}{40} = .9075$	Sheer correction
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.80	Deduction = $\frac{\Delta}{40 T}$ inches = 36.6	Round of Beam correction
Addition for Winter North Atlantic Freeboard (if required)	$6.32 = 161$	Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard = <u>58.02</u> <u>57.92</u>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: 4'-10" 58.02

Tropical Fresh Water Line above Centre of Disc	12"	303	1471
Fresh Water Line	6 1/4"	161	1163
Tropical Line	5 3/4"	147	1310
Winter Line below	5 3/4"	147	1324
Winter North Atlantic Line			1618

17 JUN 1932

RECEIVED 5-JUL-1932



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway			No 1	No 2	No 3	No 4	No 5	No 3 on UPPER TH IN BRIDGE SP	HATCH TO FORE PEAK ON UPPER TH	HATCH TO POLE ON FOLE HEAD	
Dimensions of Hatchway			24'-9" x 18'-0"	27'-0" x 18'-0"	20'-4" x 18'-0"	27'-0" x 18'-0"	24'-9" x 18'-0"	20'-4" x 18'-0"	3'-9" x 2'-11"	2'-11" x 1'-9"	
COAMINGS	{	Height above Deck	34'					9'-3 1/2" L	9' L	9' L	
		Thickness	.44	SAME AS NO 1 HATCH ✓			✓	✓	✓		
		Sides	.44								
		Ends	.44								
		Stiffeners	4 x 3 L				✓	✓	✓		
		Brackets, Stays	2-2' Round	NONE			✓	✓	✓		
HATCH BEAMS	{	Number	4	4	3	4	4	3			
		Spacing	4'-11"	5'-5"	5'-1"	5'-5"	4'-11"	5'-1"			
		Scantling and Sketch									
			4 x 3 x 44 16' x 36 4 x 3 x 44	4 x 3 x 50 16' x 40 4 x 3 x 50	4 x 3 x 44 12' x 32 4 x 3 x 44	4 x 3 x 50 16' x 40 4 x 3 x 50	4 x 3 x 44 16' x 36 4 x 3 x 44	4 x 3 x 44 15 1/2' x 36 4 x 3 x 44	NONE	NONE	
		Bearing Surface	3	3	3	3	3	3			
FORE AND AFTERS	{	Number									
		Spacing									
		Unsupported Lengths									
		Scantling* and Sketch									
			NO FORE AND AFTERS FITTED								
		Bearing Surface									
HATCH COVERS	{	Material	N.P.					N.P.	N.P.	N.P.	
		Thickness	3/4"	SAME AS NO 1 HATCH.				3/4"	3/4"	3/4"	
		How fitted	F&A				F&A	F&A	F&A		
		Bearing Surface	3"				3"	5"	5"		
Spacing of Cleats			24"	21"	24"	21"	24"	26"	NONE	8 CLEATS	
Number of Tarpaulins			3	3	3	3	3	2	NONE	2 TARPS	
									LOCKING BAR		

\*Are wood fore and afters steel shod at all bearing surfaces? ✓

Are battens and wedges efficient and in good condition? YES - EXCEPT FORE PEAK HATCH ON FREEBOARD DECK.

Are tarpaulins in good condition and in accordance with rule requirements? YES.

Are lashings provided in accordance with rule requirements? LOCKING BARS AND NINAPOLTS FOR LASHINGS PROVIDED AT ALL MAIN EXPOSED HATCHWAYS. ✓

Particulars of fiddley, funnel and ventilator coamings:—

Motor Room. Sky light of Steel Strongly constructed.  
Tunnel and Motor Room Vents in efficient condition.

Particulars of Flush Bunker Scuttles:—

NONE

Particulars of Companionways :—

NONE

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

FOBLE HEAD:-  
1 VENT. TO FOBLE 71" dia x 36" coaming x 35"  
1 " " " 36" " " 35"  
1 " " " 18" " " 37" " " 35"  
IN WELLS:-  
2 VENTS. TO HOLOS 18" dia x 4'-11" coaming x 35"  
2 " " " 18" " " " 40" " " 40" " " 40"  
Specially Supported by plate  
brackets on walls.

All vents 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 :—

FOGLE HEAD  
1 Air pipe to Fore Peak 3' dia x 20" To Mouth ✓  
1 " " No. 1 B. Tank " x 20" ✓

FORE WELL  
2 air pipes to No. 2 B. Tank 51" to Mouth ✓

AFTER WELL  
2 air pipes to No. 6 B. Tank 51" to Mouth ✓

BRIDGE DECK  
8 air pipes to Nos. 3, 4, 5 and L.V.B. Oil. D.B. Tanks 3' dia x 20" To Mouth ✓

POOP DECK  
1 air pipe to After Peak Tank 3' dia x 20" To Mouth ✓

~~One pipes to Double Bottom Tanks are closed by gauge which in several cases requires to be made good. No means of closing provided for Peak Tanks~~

Particulars of Gangway Cargo and Coaling Ports:—

NONE



Particulars of Scuppers and Sanitary Discharge Pipes —

2 Scuppers in Bridge Space on Foreboard Deck to motor Room bilges - closed by wood plugs in Bridge - no valves at lower ends of pipes.  
 2 bath discharge from bathrooms on Poop Deck 1'0" below Foreboard Deck - no S.V. fitted - with brass Stem Valves.  
 2 H.C. discharges from Lavatories on Bridge Deck 3'0"  
 Other Scupper and Sanitary Discharges are above Foreboard Deck.

Particulars of Side Scuttles:

Five scuttles to Crew Quarters aft deck in Poop Aft Bulkhead are of strong construction and are fitted with permanent hinges deadlight.

Particulars of Guard Rails:—

3 Tier Guard Rails are fitted round Poop, Bridge and Forecastle Decks 3'6" high - Stanchions spaced about 3'9" apart.  
 Strong Steel Bulwarks are fitted in Wells 4'11½" high and are supported by 6" B.P. Stays about 4'6" apart.

Particulars of Gangways, Lifelines, etc.:—

None Lifelines for the protection of the crew are fitted in the after well.

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 ... ..	84'4"	4'11½"	4'6" x 1'6½"	3	20.76	17.52 ✓
Forward Well ... ..	85'4"	4'11½"	4'6" x 1'6½"	3	20.76	17.12 ✓
State position of each freeing port ... .. } After Well:— From Bridge Bulkhead 13'6" 40'4" 67'7" 12½" above deck edge (F. and A. position and height above deck edge) } Forward Well:— 13'7" 36'0" 58'6" 12½" State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— F.P.s are fitted with 3 vertical bars. Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

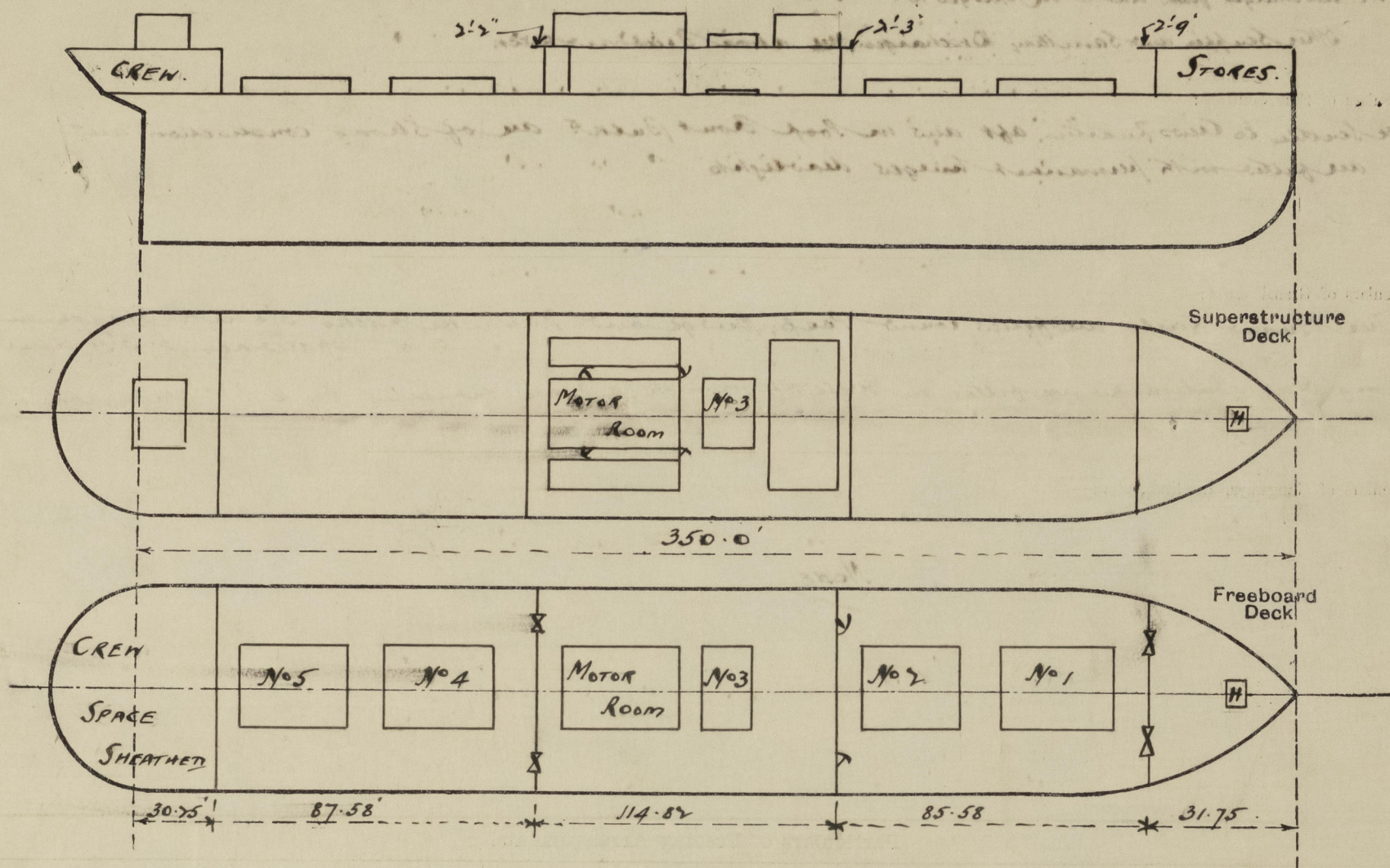
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	50	38	Not available	27" - 33"	Not available	INTACT	✓	8'6"
Raised Quarter Deck Bulkhead ...	✓	25	4½" x 2½" x 34	28"	NONE	6'10" x 3'1"	14"	8'6" ✓
Bridge, After Bulkhead ... ..	50	38	9 x 3½ x 51	30"	LUGS TO BOTTOM	4'10½" x 3'0"	24"	8'6" ✓
Bridge, Forward Bulkhead ... ..	✓	32	4½" x 2½" x 35	26" TO 30"	NONE	8'3" x 3'1"	No SILL	8'6" ✓
Forecastle Bulkhead ... ..				✓				
Trunk, Aft ... ..				✓				
Trunk, Forward ... ..				✓				
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	36	32	4 x 2½ x 32	33"	NONE	INTACT	✓	8'6" ✓
Exposed Machinery Casings on Superstructure Decks ... ..	✓	32	"	"	BWS. AT TOP	2'4"11" x 2'3"	11½"	4'9" ✓
Machinery Casings within Superstructures 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 ... ..	INTACT
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ... ..	PORTABLE PLATE DOORS SECURED FROM OUTSIDE BY 12" HOOD BOLTS 12" APART ✓
Bridge, Forward Bulkhead ... ..	Anger Steel W.T. Doors operate from outside only
Forecastle Bulkhead ... ..	Portable Plate Doors Secured from outside by Hook Bolts 12" apart. 3" portable angle of doors ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	INTACT ✓
Exposed Machinery Casings on Superstructure Decks ... ..	Anger Steel Doors operate from both sides ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓ No openings
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:—

Vessel designed for conversion to a cargo ship only.

Under Deck Cargo Assignment Requires

Rule 82: The D.B. Tanks within the midship half length have a N.T. Centre Division ✓

Rule 83: Bulwarks in wells 4'11½" high. Rail bar ½" 3L. 6" B.P. Stays on all beams with single lugs top and bottom

Rule 84: Ydemotor Steering Gear ✓

Rules 88 & 89: Holes punched in bottom of Bulwark Stays for securing lashings. No sockets for uprights are provided.

Strong angle rockers efficiently secured to the stringer plate and spaced not more than 10ft apart are fitted in the forward and after wells for securing the uprights.

Efficient eyeplates riveted to the sheer stake spaced not more than 10ft fitted in forward and after wells.

Builder's name and yard number Eriksholms M.V. Aktief. Gothenburg

Names of sister ships

Owners A/S Motortransp

Fee £ 11 18 0 Received by me



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