

KENYA
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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "BRAEMAR CASTLE" (H.W.LTD BELFAST No 1459)	Official Number 184728	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 170²³	Date of Build LAUNCHING DATE	Port of Survey Belfast
To CTR. OF RUDDER STOCK. Moulded Dimensions: Length 540'-10⁵/₈" Breadth 74'-0" Depth 44'-0" + 5¹/₁₆" SHEER AT MIDSHIPS.				Date of Survey during construction	Surveyor's Signature A.S. Fletcher
Moulded displacement at moulded draught = 85 per cent. of moulded depth 30397 tons				Particulars of Classification 100 A.I. (class contemplated)	
Coefficient of fineness for use with Tables .710					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 44'-02"	(a) Where D is greater than Table depth (D-Table depth) R = (44'-12" - 36'-06") 3 = +24'-21"	Moulded Breadth (B) 74'-00"
Stringer plate 4003	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 8'-02"	Standard Round of Beam = $\frac{B \times 12}{50} = 17'-76"$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = 25' \times 29'-78" = .07$	If restricted by superstructures	Ship's Round of Beam 9" = 9'-00"
Depth for Freeboard (D) = 44'-12"		Difference 8'-76"
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{8'-76"}{4} \times 2987 = +.65'$

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...	372'-0"	377'-90"	8'-5"		377'-90"
F'cle enclosed ...	7'-83"	1'-47"			1'-47"
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	379'-86"	379'-37"			379'-37"

Standard Height of Superstructure **7'-50"**

" " R.Q.D. **42'-00"**

Deduction for complete superstructure **70'-22"**

Percentage covered $\frac{S}{L} = 70'-22"$

" " $\frac{S_1}{L} = 70'-13"$

" " $\frac{E}{L} = 63'-16"$

Percentage from Table, Line A. **63'-16"**

(corrected for absence of forecastle (if required))

Percentage from Table, Line B.

(corrected for absence of forecastle (if required))

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

Deduction = **63'-16" x 42 = 26'-53"**

SHEER CORRECTION.							
LOWEST POINT OF SHEER IS 12'-0" AFT OF AMIDSHIPS.							
Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ...	64'-09"	1	64'-09"	57'-06"	56'-75"	1	56'-75"
$\frac{1}{2}$ L from A.P. ...	28'-52"	4	114'-08"	24'-31"	23'-88"	4	95'-52"
$\frac{1}{4}$ L " ...	7'-05"	2	14'-10"	5'-56"	5'-25"	2	10'-50"
Amidships ...	-	4	-	-31"	-	4	-
$\frac{3}{4}$ L from F.P. ...	14'-10"	2	28'-20"	16'-875"	16'-565"	2	33'-13"
$\frac{1}{2}$ L " ...	57'-04"	4	228'-16"	59'-13"	58'-82"	4	235'-28"
F.P. ...	128'-18"	1	128'-18"	128'-88"	128'-57"	1	128'-57"
Total ...			576'-81"				559'-75"

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{S}{2L} \right) = \frac{17'-06"}{18} \left(\frac{.75 - .2511}{.3989} \right) = +.38'$

If limited on account of midship superstructure.

Mean actual sheer aft = **>.75'**

Mean standard sheer aft = **>.75'**

Mean actual sheer forward = **>.71'**

Mean standard sheer forward = **>.71'**

Length of enclosed superstructure forward of amidships = **.5**

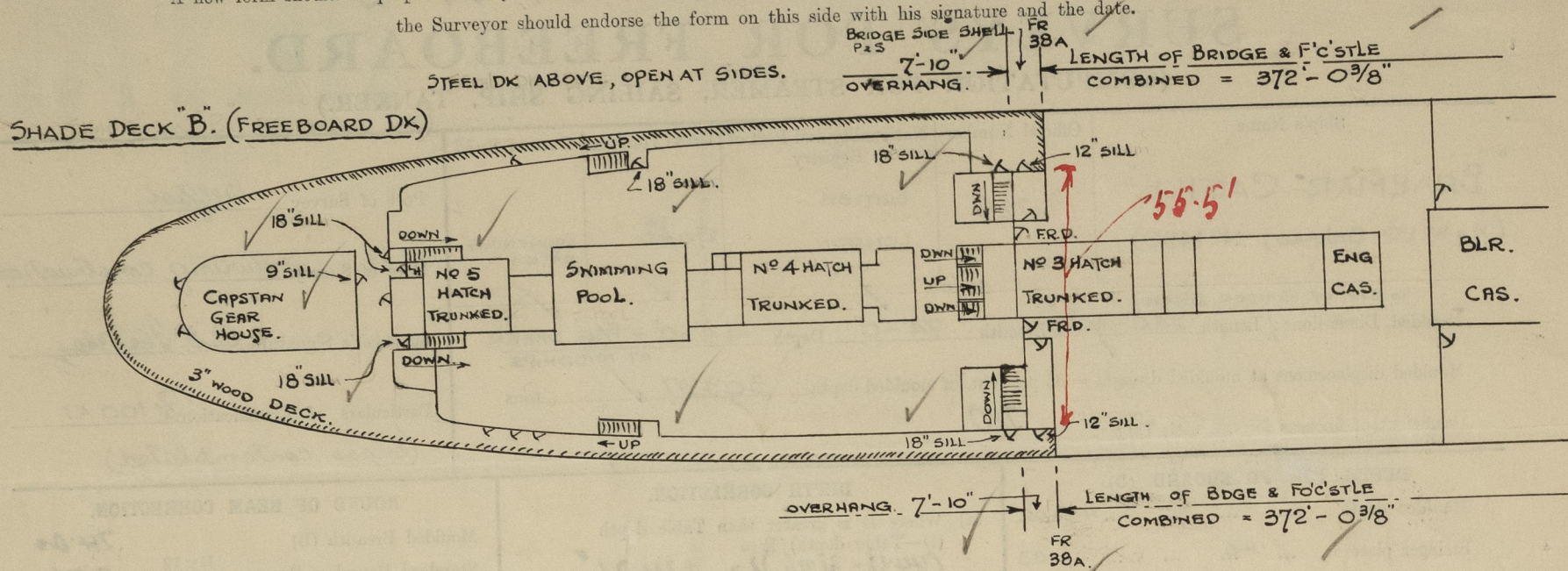
" " aft of " = **.71L**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 21779$	Corrected for Fresh Deck (if required)
Depth to Freeboard Deck = 44'-06"	Tons per inch immersion at summer load water line $T = 75'-71$	Correction for coefficient 710 + .68 = 1'-39/136
Summer freeboard = 15'-97"	Deduction = $\frac{\Delta}{40 T} = 7'-19 = 7'-14"$	Depth Correction ... 24'-21"
Moulded draught (d) = 28'-09"	FULL DRAFT 29'-0"	Deduction for superstructures ... 26'-53"
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{1}{4}$ inches = 7'-02 = 7"	FULL DISPL 22538 TONS	Sheer correction38
Addition for Winter North Atlantic Freeboard (if required) =	T.P.I. 76'-18	Round of Beam correction65
	21627	Correction for Thickness of Deck amidships84
	20721	Other corrections, scantlings, etc. to correspond to an all-season moulded draught of 28'-1"
		Summer Freeboard = 141'-63"

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-			
Tropical Fresh Water Line above Centre of Disc ... 7'-14"	Tropical Fresh Water Freeboard 15'-11-5/8"		
Fresh Water Line " " ... 7'-14"	Fresh Water " 15'-4-3/8"		
Tropical Line " " ... NIL	Tropical " 15'-11-5/8"		
Winter Line below " " ... NIL	Winter " 15'-11-5/8"		
Winter North Atlantic Line " " ... -	Winter North Atlantic " -		

Braemar Castle.

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.



BRIDGE END CLOSING APPLIANCES :- 2" SOLID WOOD DOORS TO COMPANIONWAYS, 18" COAMINGS ABOVE WOOD DECK OPERATED FROM BOTH SIDES.
WOOD DOORS TO SPACES WITHOUT ACCESS TO DECK BELOW, 9" & 12" SILLS ABOVE WOOD DECK, OPERATED FROM BOTH SIDES.

Bridge	372.03	7.83 Overhang
7.83 x 55.5'	5.87	- 5.87
74	377.90	1.96 Clear

Trade of ship For carriage of Passengers, Refrigerated and General cargo.

Names of sister ships "RHODESIA CASTLE" & "KENYA CASTLE" (H&W. LTD BELFAST YARD NOS 1431 & 2.)

Builder's name and yard number HARLAND & WOLFF LTD. BELFAST. YARD NO 1459.

Owners UNION CASTLE MAIL STEAMSHIP CO., LTD.,

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