

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for ~~Steamer~~, ~~Sailing Ship~~, Tanker  
having flush deck

(Type of Superstructures.)

Ship's Name <b>"BOU REGREG"</b>	Nationality and Port of Registry <b>British Cypriot</b>	Official Number <b>153733</b>	Gross Tonnage <b>361.77</b>	Date of Build <b>1924</b>
Moulded Dimensions: Length <b>140.0</b>	Breadth <b>30.0</b>	Depth <b>9.6</b>		
Moulded displacement at moulded draught = 85 per cent. of moulded depth.			<b>728</b>	tons
Coefficient of fineness for use with Tables			<b>.751</b>	

Port of Survey Cyprus  
Date of Survey November, 1934  
Name of Surveyor R. Langlands  
Particulars of Classification 100 A1  
Contemplated

<b>Depth for Freeboard (D)</b> Moulded depth ... <b>9.5</b> Stringer plate ... <b>.03</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>9.53</b>	<b>Depth correction</b> (a) Where D is greater than Table depth (D - Table depth) R = <b>(9.53 - 9.33) x .077 = +.21</b> (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>-</b> If restricted by superstructures <b>-</b>	<b>Round of Beam correction</b> Moulded Breadth (B) <b>30.0</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>7.20</b> Ship's Round of Beam = <b>7.2</b> Difference <b>.30</b> Restricted to <b>-</b> Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b><math>\frac{.30}{4} \times \frac{7662}{74} = -.06</math></b>
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...					
" overhang ...					
Trunk aft ...	<b>24.3</b>	<b>32.74</b>	<b>2.5</b>	<b>x 2.5/6 =</b>	<b>13.64</b>
" forward ...	<b>40.6</b>				
Tonnage opening aft ...					
" " forward ...					
Total ...		<b>32.74</b>			<b>13.64</b>

Standard Height of Superstructure	<b>6.0</b>
" " R.Q.D.	<b>20</b>
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	<b>.12</b>
" " $\frac{S_1}{L} =$	<b>23.38</b>
" " $\frac{E}{L} =$	<b>9.75</b>
Percentage from Table, Line A.	<b>4.87</b>
(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 =	<b>20 x .0487 = -.97</b>

$$\text{Total } 64.75 \times \frac{15.12}{30} = 32.74$$

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>24.0</b>	1		<b>24.0</b>	<b>18</b>	<b>18</b>	1		<b>18</b>
$\frac{1}{8}L$ from A.P. ...	<b>10.68</b>	4		<b>42.72</b>	<b>10</b>	<b>10</b>	4		<b>40</b>
$\frac{3}{8}L$ " ...	<b>2.64</b>	2		<b>5.28</b>	<b>3</b>	<b>3</b>	2		<b>6</b>
Amidships ...		4					4		
$\frac{5}{8}L$ from F.P. ...	<b>5.28</b>	2		<b>10.56</b>	<b>5</b>	<b>5</b>	2		<b>10</b>
$\frac{7}{8}L$ " ...	<b>21.36</b>	4		<b>85.44</b>	<b>17</b>	<b>17</b>	4		<b>68</b>
F.P. ...	<b>48.00</b>	1		<b>48.00</b>	<b>38</b>	<b>38</b>	1		<b>38</b>
Total ...				<b>216.00</b>					<b>180</b>

Mean actual sheer aft = **Deficient**  
Mean standard sheer aft = **Deficient**

Mean actual sheer forward = **Deficient**  
Mean standard sheer forward = **Deficient**

Length of enclosed superstructure forward of amidships = **-**  
" " aft of " = **-**

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{36}{18} \times .75 = +1.50$$

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 = **Ft.**  
Summer freeboard = **-**  
Moulded draught (d) = **-**

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **-**Addition for Winter North Atlantic Freeboard (if required) = **-**

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 

Tons per inch immersion at summer load water line

T =

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

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$$\frac{.751 + .68}{1.30} = \frac{1.431}{1.30}$$

Depth Correction ... **.21**  
Deduction for superstructures ... **.97**  
Sheer correction ... **1.50**  
Round of Beam correction ... **.06**  
Correction for Thickness of Deck amidships ... **-**  
Other corrections, scantlings, etc. ... **-**

Summer Freeboard =

**16.30**  
**17.15**  
**8.8**  
**+ .68**  
**17.83**

## 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		FORE HOLD	OL HATCHES						
Dimensions of Hatchway		6'11" x 9'11"	3'6" x 4'6"						
COAMINGS	Height above Deck	30"	B.A.						
	Thickness	5/16"	1/2" x 5/8"						
	Stiffeners	B.A.							
	Brackets, Stays	5'3" x 40"							
HATCH BEAMS	Number	1'6"							
	Spacing	40" x 3'6"							
	Scantling and Sketch	40" x 3'6"							
	Bearing Surface	3'							
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling and Sketch								
HATCH COVERS	Material	Wood	Steel						
	Thickness	2 1/2"	3/4"						
	How fitted	5' x 10"	5' x 10"						
	Bearing Surface	2 1/2"							
Spacing of Cleats		24"	18" x 24"E.						
Number of Tarpaulins		2							

Particulars of fiddle, funnel and ventilator coamings:— 2 ventilators on fiddle casing top 18" dia. coams. 2'6" x 3'6" with coals in good condition! 2 openings on fiddle casing top 2'3" x 1'9" with gratings and substantial iron coams. Still P.R. Skylight with hinged flaps & pulleys

Particulars of Flush Bunker Scuttles:— Flush scuttle to fore peak with C.D. backing cover in C.D. frame: circular. Circular scuttle to aft peak 20" dia: coaming 18" high x 26" diameter cover.

Particulars of Companionways:—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— 2 vents to pump room 18" dia. coamings 35" high x 34" on trunk top. 2 vents to fore hold 12" dia. coamings 36" x 30. Coals good. Air pipe to fore peak 3" dia x 36" high. Plugs provided for ventilators & air pipes

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

Particulars of Gangway Cargo and Coaling Ports:— None.

Particulars of Scuppers and Sanitary Discharge Pipes — Scuppers cut in stimp angle in positions shown. 12 pipe scuppers on aft deck, each side, 3" dia. open: central 12" fitted deck. 2" pipe discharge P.T.S. at 18" fitted deck: with S.D. Valve. 1 @ 4" M.C. discharge, port side, at 14" fitted deck, with flap valve. Small discharge fuel oil stop 1" dia. 18" fitted dk, with S.D. Valve. Condenser fuel 15" dia. 32" fitted dk, with S.D. Valve.

Particulars of Side Scuttles:—

Particulars of Guard Rails:— 40" high, 4 rails, 1 @ 1" + 3 @ 3/4". Bulwark from stem to frame 66 and aft from frame 20 to main stem. 5" Bulwark plate stays, spaced 6'0". Bulwark angle rail 5" x 3" x 30. Bulwark plates 25"

Particulars of Gangways, Lifelines, etc.:— None.

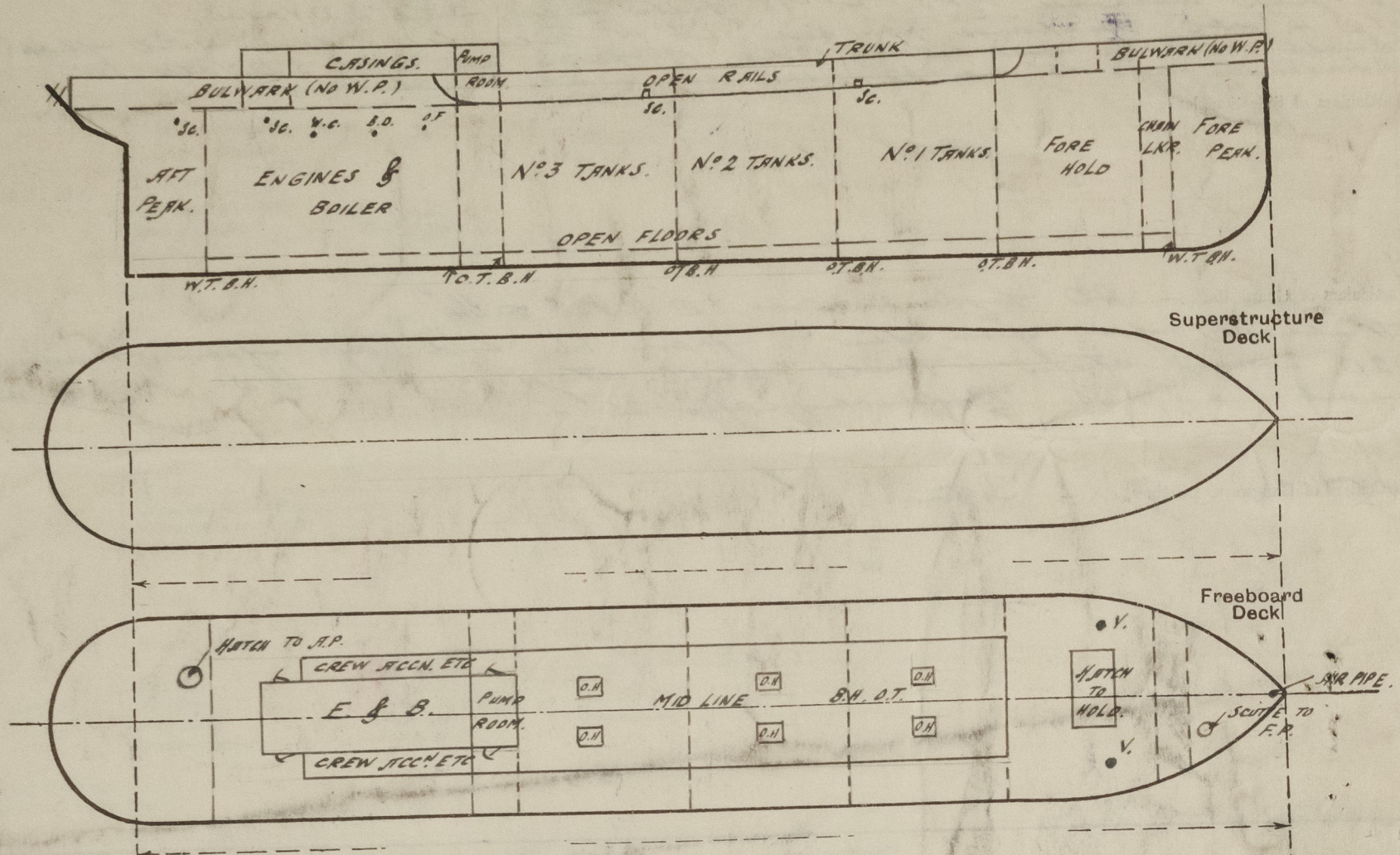
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well			24" x 18"	1	2'0" x 1'8"	2'0" x 1'8"
Forward Well						
State position of each freeing port (F. and A. position and height above deck edge) { After Well:— 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	✓							
Raised Quarter Deck Bulkhead	✓							
Bridge, After Bulkhead	✓							
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	✓							
Trunk, Aft	29"	29"	4'3" x 28"	21"	10' x 10' Top	✓	✓	2'6"
Trunk, Forward					10' x 10' Top			
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	3/8"	5/16"	2 1/2" x 2 1/2" x 5/16"	28 1/2"	✓	4'9 1/2" x 2'0"	1'6"	7'3"
Exposed Machinery Casings on Superstructure Decks					✓			
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	✓
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Steel doors, hinged, capable of manipulation both sides.
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures 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:—



From Displacement Scale

Draught.	Displacement, T.	Tons ft. inch.
8'-0"	715	8.61
7'-0"	614	8.39
6'-0"	514	8.16

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

Builder's name and yard number *Philipson, Dartmouth, No 677*

Names of sister ships *"QUED MELLAH"*

Owners *GIBRALTAR VACUUM OIL CO. LTD.*

Fee *PTAS. 332.00*

Received by me