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Rpt. C.11.

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Spt. Rpt. No. 339

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~having See sketch

Port of Survey

SPLIT

(Type of Superstructures.)

Date of Survey

7th Dec. 1934.

Name of Surveyor

M. J. Brown

Particulars of Classification

+100 A1
With Amidships

Ship's Name

BAKAR

Nationality and Port of Registry

YUGOSLAV
SUSAK

Official Number

—

Gross Tonnage

344

Date of Build

1931-3

Moulded Dimensions: Length

144'

Breadth

24.5'

Depth

12'

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

596

tons

Coefficient of fineness for use with Tables

.58

(68 lower in tables)

Depth for Freeboard (D)

Moulded depth 12.00

Stringer plate ... 3"03

Sheathing on exposed deck

$$T \left(\frac{L-S}{L} \right) = 20 \times .7639 = 15.278$$

Depth for Freeboard (D) =

12.18

Depth correction

(a) Where D is greater than Table depth

$$(D - \text{Table depth}) R = (12.18 - 12.00) 1.107$$

$$= + 2.86"$$

(b) Where D is less than Table depth (if allowed)

$$(\text{Table depth} - D) R =$$

If restricted by superstructures ✓

Round of Beam correction

Moulded Breadth (B)

24.50

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} = 5.88"$$

$$\text{Ship's Round of Beam} = 6"$$

Difference

.12"

Restricted to

$$\text{Correction} = \frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12}{4} \times .7639 = -.02"$$

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					
F'cle enclosed	34'	34.00	7'	✓	34.00
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	34.00	34.00			34.00

Standard Height of Superstructure

6.0'

" " R.Q.D.

Deduction for complete superstructure

20.4"

$$\text{Percentage covered } \frac{S}{L} = 23.61\%$$

$$\text{" " } \frac{S_1}{L} = 23.61\%$$

$$\text{" " } \frac{E}{L} = 23.61\%$$

Percentage from Table, Line A.

11.80%

(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)

$$\text{Deduction} = 20.40 \times .118 = - 2.41"$$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	24.40	1		24.40	12"	12.00	1		12.00
$\frac{1}{8}$ L from A.P.	10.86	4		43.44	4.34"	4.34	4		17.36
$\frac{2}{8}$ L "	2.685	2		5.37	1.08"	1.08	2		2.16
Amidships	✓	4		✓	—	✓	4		✓
$\frac{3}{8}$ L from F.P.	5.37	2		10.74	4.33"	4.33	2		8.66
$\frac{4}{8}$ L "	21.72	4		86.88	17.38"	17.38	4		69.52
F.P.	48.80	1		48.80	37.5"	37.50	1		37.50
Total				219.63					147.20

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{72.43}{18} \left(.75 - .118 \right) = + 2.54"$$

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 12.23

Summer freeboard = 2.37

Moulded draught (d) = 9.86

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 2.47 = 2½"

Addition for Winter North Atlantic Freeboard (if

required) = 2½ + 2" = 4½"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$$\Delta = 190 \text{ tons DW}$$

Tons per inch immersion at summer load water line

$$T = 6.05$$

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

$$= \frac{190}{40 \times 6.05} = 2.2"$$

$$\frac{d}{4} = 2.2"$$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
2.86	—
—	2.41
2.54	—
—	.02
.60	—
10.21	—
16.21	2.43

Summer Freeboard = 28.50

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 " "

724 = 2' 4½"

5.98 = 1' 11½"

4.61 = 2' 2"

6.61 = 2' 2"

7.87 = 2' 7"

8.37 = 2' 8"

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	ONE ONLY						
Dimensions of Hatchway	...	...	7'-1 1/2" x 5'-11 1/2"						
COAMINGS	Height above Deck	...	24"						
	Thickness	Sides	3/8"						
	Stiffeners	...	3/8"						
	Brackets, Stays	...	-						
HATCH BEAMS	Number	...							
	Spacing	...							
	Scantling and Sketch	...							
	Bearing Surface	...							
FORE AND AFTERS	Number	...							
	Spacing	...							
	Unsupported Lengths	...							
	Scantling* and Sketch	...							
HATCH COVERS	Material	...	PINE						
	Thickness	...	3"						
	How fitted	...	F.A.						
	Bearing Surface	...	2 1/2"						
Spacing of Cleats	...	...	23"						
Number of Tarpaulins	...	...	2						
*Are wood fore and afters steel shod at all bearing surfaces? - Are battens and wedges efficient and in good condition? YES Are tarpaulins in good condition and in accordance with rule requirements? YES Are lashings provided in accordance with rule requirements? YES									

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle openings fitted with hinged steel covers. Funnel and ventilator coamings efficiently constructed. Engine room skylight of steel.

Particulars of Flush Bunker Scuttles:—

2 each port and starboard on freeboard deck. Strongly constructed of cast iron with bayonet fixing.

Particulars of Companionways:—

On after deck, one strongly constructed of steel 5'-9" long, 3' wide extending from freeboard deck to promenade deck above. Forward side arranged as entrance to accommodation below and fitted with solid teak doors 2'-6" wide by 5'-6" high having 7" sill. The door is arranged in two halves manipulated from both sides. After side of companionway is arranged as staircase to deck above.

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

On forecastle deck, ventilator coamings are 6 1/2" and 12 1/2" diameter, 3' high, and all are provided with wood plugs and canvas covers.

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

Air pipes in well are 2ft. high with goose necks and provided with wood plugs.

Particulars of Gangway Cargo and Coaling Ports:—

NONE

Particulars of Scuppers and Sanitary Discharge Pipes:—

All sanitary discharge pipes are fitted with non-return valves at ship's sides.

Particulars of Side Scuttles:—

All side scuttles below freeboard deck are fitted with substantial deadlights hinged in place. The lowest side scuttle is situated 23'-4" aft of amidships and 10'-7" above top of keel.

Particulars of Guard Rails:—

On forecastle deck scuttles are 3'-6" high pitched at 3'-10" and fitted with four rails.

Particulars of Gangways, Lifelines, etc.:—

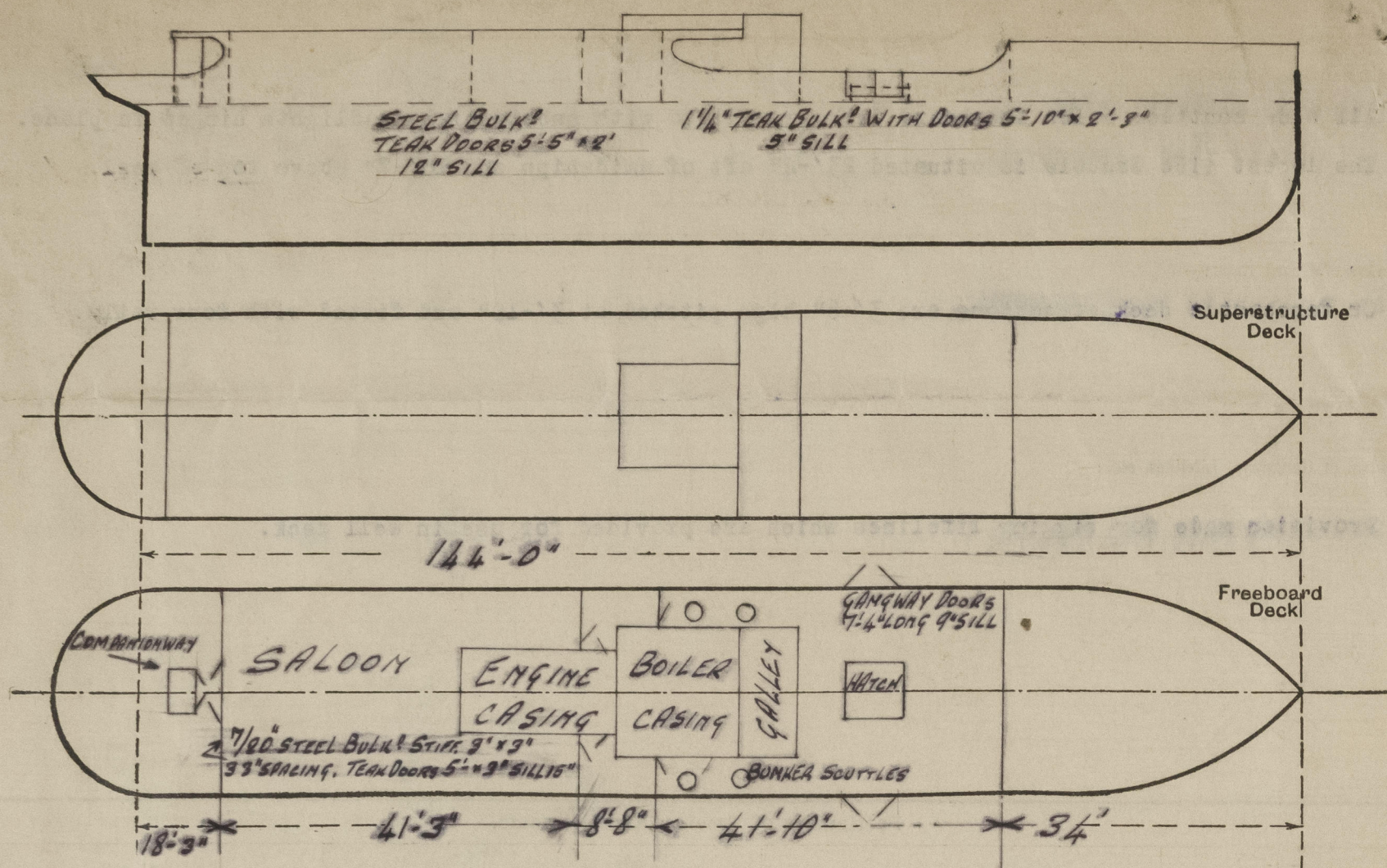
Provision made for rigging lifelines which are provided for use in well deck.

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	...	...	...	...	...	...
Forward Well	41'-10"	3'-9"	2'-10" x 1'-6"	2	8.5 sq. ft.	
State position of each freeing port ... After Well:— (F. and A. position and height above deck edge) Forward Well:—6' x 27' from forward bulkhead 9" up State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Hinged shutters. 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	12" x 3/8"	5/20"	3" x 3"	28"	none	1 @ 5' x 2'	12"	7'
Trunk, Aft
Trunk, Forward
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	12" x 3/8"	5/20"	Plating flanged 3"	3'-6"	none	1 @ 4' x 1'-6" 2 @ 5'-6" x 2'	12"	7'
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
Exposed Machinery Casings on Superstructure Decks
Machinery Casings within Superstructures not fitted with Class I Closing Appliances
Deckhouses on Flush Deck Ships

Teak door manipulated from both sides.
E.R. door of teak & B.R. door of steel. All manipulated from both sides.

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 shown on the following sketches:—



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

Builder's name and yard number **J.S. White & Co.Ld., East Cowes.**

Names of sister ships **"RAB"**

Owners **Jadranska Plovidba d.d., Susak.**

Fee **Dln.1656**

Received by me



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