

-9 SEP 1935

Index No. 31297  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

MEL RPT No 5886

Computation of Freeboard for Steamer, Sailing Ship, Tanker

(Steel) and Shells Deck (Steel)

superstructure with tonnage opening, and forecastle 31'-0"  
(Type of Superstructures.) on Shells Deck.

Port of Survey

MELBOURNE

Date of Survey

1<sup>st</sup> & 2<sup>nd</sup> August 1935

Name of Surveyor

B. P. Fielden

Particulars of Classification

100 A. 1.

Shells Deck with freeboard.

S. S. No 2 - 1932

Ship's Name

LOWANA

Nationality and Port of Registry

BRITISH  
MELBOURNE

Official Number

151814

Gross Tonnage

3021

Date of Build

1924-6

Moulded Dimensions: Length 333.3 Breadth 46.79 Depth 25'-3 1/2"

Moulded displacement at moulded draught = 85 per cent. of moulded depth 7160 7398 tons

Coefficient of fineness for use with Tables .775

### Depth for Freeboard (D)

Moulded depth ... 25.21

Stringer plate ... .03

Sheathing on exposed deck ... ✓

$$T \left( \frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = 25.28

### Depth correction

(a) Where D is greater than Table depth 3.02  
(D-Table depth) R = (25.28 - 22.22) 2.564  
= + 7.74"

(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) 46.79

Standard Round of Beam =  $\frac{B \times 12}{50} = 11.23$ "

Ship's Round of Beam = 11 1/2"

Difference Excess .27

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = 27.0062 = 2.7$ "

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	27.92	27.92	8'-5"		27.92
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...	301.3	301.30	8'-8"		301.30
Fore enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	4.08	2.04	12'-8"		2.04
" forward ...					
Total ...	333.30	331.26			331.26

Standard Height of Superstructure 6.833

R.Q.D.

Deduction for complete superstructure 37.55"

Percentage covered  $\frac{S}{L} = 100\%$

"  $\frac{S_1}{L} = 99.38\%$

"  $\frac{E}{L} = 99.38\%$

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) 99.24

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

Interpolation for bridge less than 2L (if required)

Deduction = 37.55 - 99.24 = - 37.26"

### SHEER CORRECTION.

Actual T.D. = 8.000  
Standard = 6.833  
Diff = 1.167  
= 14.004

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	43.33	1		43.33	43.33	43.33	1		43.33
1/4 L from A.P. ...	19.28	4		77.12	18.5	16.50	4		76.12
1/2 L " ...	16.5	2		9.53	6.0	4.50	2		11.88
Amidships ...	✓	4		✓	0	✓	4		✓
3/4 L from F.P. ...	7.53	2		19.06	8.0	7.50	2		19.72
1/4 L " ...	38.56	4		154.24	35.5	32.00	4		161.08
F.P. ...	86.66	1		86.66	91.0	76.50	1		90.50
Total ...				389.94		71.4			433.50

Correction =  $\frac{\text{Difference between sums of products}}{18} = \frac{(75 - 8)}{18} = \frac{67}{18} = 3.72$ "

If limited on account of midship superstructure. ✓

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

### Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 25.24

Summer freeboard = 2.12

Moulded draught (d) = 23.12

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 5.78 = 5 3/4

Addition for Winter North Atlantic Freeboard (if required) =

### Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ = 8063

Tons per inch immersion at summer load water line

T = 30.95

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

= 6.51

= 6 1/2"

### 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. ...

51.88

54.53

55.98

57.44

58.90

60.36

61.82

63.28

64.74

66.20

67.66

69.12

70.58

72.04

73.50

74.96

76.42

77.88

79.34

80.80

82.26

83.72

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

Tropical Fresh Water Line above Centre of Disc ... 12 1/4  
Fresh Water Line " " ... 6 1/2  
Tropical Line " " ... 5 3/4  
Winter Line below " " ... 5 3/4  
Winter North Atlantic Line " " ... ✓

Tropical Fresh Water Freeboard ... 2'-1 1/2"  
Fresh Water " " ... 1'-1 1/4"  
Tropical " " ... 1'-7"  
Winter " " ... 1'-7 3/4"  
Winter North Atlantic " " ... 2'-7 1/4"

17 SEP 1935

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MARKING FORM  
15 APR 1937

MARKING FORM  
30 MAR 1936



Lowano

### Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc.:—

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, raised quarter, or~~ superstructure decks :—Particulars of Gangway Cargo and ~~Coaling~~ Ports :—

Discharge Pipes :- None from spaces below freeboard deck.  
 shelter tween decks each fitted with one brass automatic storm valve  
 below freeboard deck.  
 sanitary discharges from deckhouses or superstructure deck fitted with  
 discharging above freeboard deck.

None below freeboard deck.

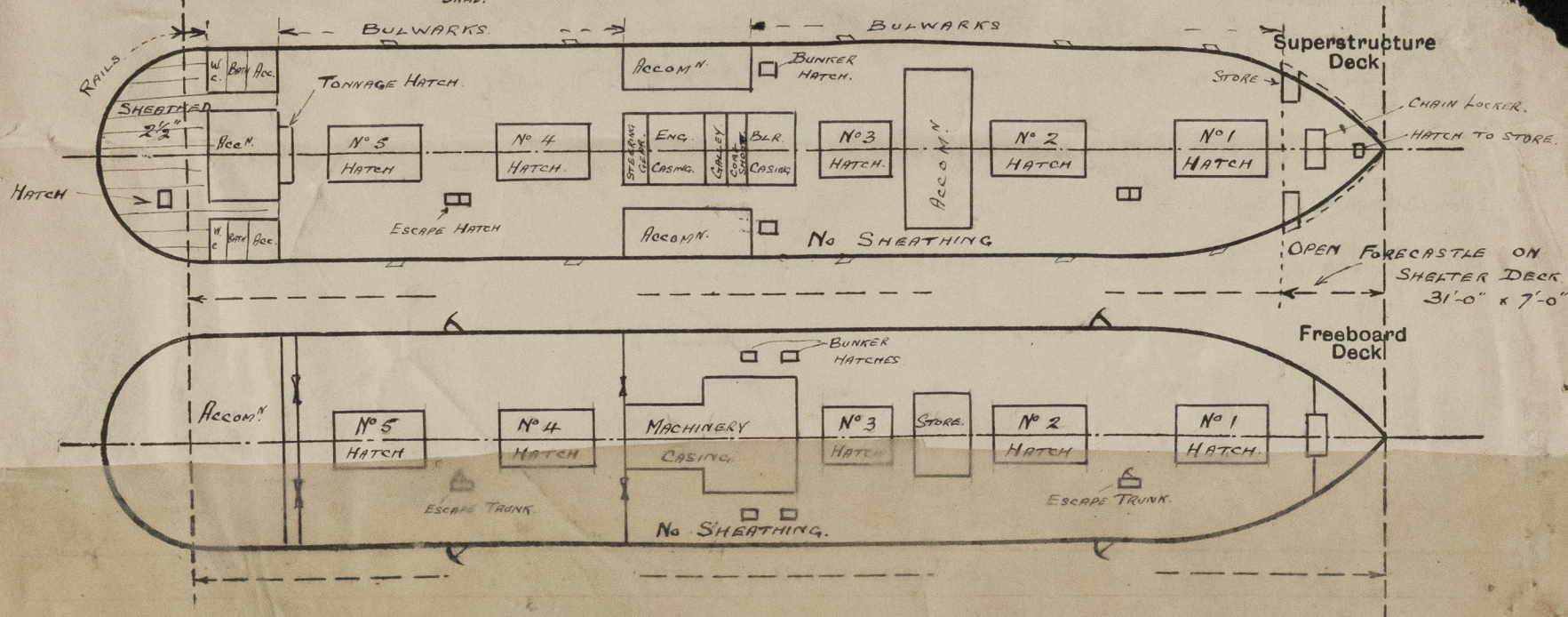
Boop 9" dia, brass frames and hinged inside cast-iron deadlights.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coring	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Ht of Height Casings
Poop Bulkhead ... ..	'32	'32	alternate angles 2½" x 2½" x 32' and plate flanged 1½"	2'-3"	None.	None	✓	9'-9½"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	'32	'32	alternate angles 3 x 3 x 32' and plate flanged 3"	2'-0"	None.	8'-6" x 3'-9"	3"	9'-9"
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..	'38	'38	6 x 3 B.A.	average 2'-6"	None	None	✓	11'-9"
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..	'38	'34	3½" x 3" x 32 L	2'-3"	Brackets at top	5'-0" x 3'-0"	19"	7'-9"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	'38	'34	3½" x 3" x 32 L	2'-3"				
Deckhouses on Flush Deck Ships ...						None	✓	

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	No openings
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	3" storm boards in riveted channels full height of opening.
Bridge, Forward Bulkhead ... ..	
Forecastle Bulkhead ... ..	No openings
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks ... ..	Engine room door facing aft 1 3/4" hardwood.
Machinery Casings within Superstruc-tures not fitted with Class I Closing Appliances ... ..	Engine room and fidley doors at sides 3/4" steel } Can be manipulated from both sides. No openings
Lockhouse on Flush Deck Ships ...	



A hand-drawn plan view of the hull of the ship 'H.M.S. 'Albatross''. The drawing shows the ship's profile from the bow to the stern. The hull is divided into several sections by dashed lines. From left to right, the sections are labeled: 'R.P. TANK', 'No 4 HOLD.', 'No 3 HOLD.', 'MACHINERY.', 'No 2 HOLD.', and 'No 1 HOLD.'. Above the hull, there are several structures: a small rectangular structure on the bow, a tall rectangular structure (likely a funnel) in the 'MACHINERY.' section, and a larger rectangular structure (likely a superstructure or bridge) in the 'No 2 HOLD.' section. The ship is shown on a dark, irregular background representing the water. Below the hull, there are labels for the waterline: 'W.T.B.' (Waterline) and 'Wood' (likely referring to the hull plating). The drawing is on aged, yellowed paper.



DRAUGHT	23'-1½"	22'-6"	22'-0"	21'-6"	21'-0"
DISPLACEMENT	8009	7780	7610	7410	7230
TONE PER INCH	30.95		30.83		30.70

The Shelter Deck Decks are not of uniform height, being as given

On Foreboard Deck: - Bunker hatches (p.s.) 4'-1" x 2'-6" and 2'-6" x 1'-9", with 9½" B.A. coaming, 2½" wood hatches on 3" beamig surface, cleats, battens and each 1 tarpaulin.

Match to store in forecabin. 3' 2" x 2' 0", 9' 0" ft. spanning, 2' 6" wood deck, 3" bearing surface, chais, battens & 1 tarpaulin.

Kat<sup>n</sup> on Poop 3-0 = 1-8°, 10°=38 ✓ 2½ " " 2½ " " " JP " 2 " ✓

Bunker hatches (p.s) 6'-0" x 4'-0", 30" x 38" " 2 3/4 " " , 2 1/2 " " " " " 2 " "  
Escape hatches. 4'-0" x 1'-11", 31" x 35" " , 38 steel cover (watertight) secured by 6 lugged bolts.

Forage hatch. 16'-6" x 4'-0", 9 1/2" B.A. " 2 1/2" wood hatchets, 3" bearing surface, 1" tarpaulin with lashings but no battering arrangement to.

Cargo vessel usually trading between Australian Ports.

now surveyed afloat without including any part of Special Survey.

Builder's name and yard number *Dunlop Brunner & Co. Ltd. Glasgow.* Yard No *343*

Names of sister ships

Owners Melbourne Steamship Co. Ltd.

Fee £ 14 : 0 : 0

Received by me.

$$\begin{array}{r} 21.43 \\ + 15 \\ \hline 21.58 \end{array}$$