

Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index No. **39805.**  
(For London Office only.)

K 1363

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <b>KARACHI</b>	
having <b>FORECASTLE AND DECK ERECTIONS</b>					Date of Survey <b>17-8-48</b>	
(Type of Superstructures.)					Name of Surveyor <b>J. JOHNSTON</b>	
Ship's Name <b>FIRISHTA</b>	Nationality and Port of Registry <b>PAKISTAN KARACHI</b>	Official Number <b>191023</b>	Gross Tonnage <b>467.23</b>	Date of Build <b>BUILT 1942 CONVERTED 1948</b>	Particulars of Classification <b>A1 WITH FREEBOARD. SPECIAL SERVICE, KARACHI - CHITTAGONG.</b>	
Moulded Dimensions: Length <b>150'-0"</b> B.P. Breadth <b>27'-6"</b> Depth <b>15'-0"</b>						
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>830</b> tons						
Coefficient of fineness for use with Tables <b>0.68 (actual less than .68)</b>						

<b>Depth for Freeboard (D)</b> Moulded depth ... <b>15'-0"</b> Stringer plate ... <b>0'-0 3/8"</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>15'-0 3/8"</b>	<b>Depth correction</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R = (15.03 - 10.11) \cdot 1.67 = +5.74$ $4.92$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	<b>Round of Beam correction</b> Moulded Breadth (B) <b>27'-6"</b> Standard Round of Beam = $\frac{B \times 12}{50} = 6.60$ Ship's Round of Beam = <b>0'-7"</b> Difference <b>40</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{40}{4} \times .8204 = -10.81$
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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 ...						Standard Height of Superstructure <b>6.00'</b>
" overhang ...						" " R.Q.D. <b>21.17"</b>
R.Q.D. enclosed ...						Deduction for complete superstructure
" overhang ...						Percentage covered $\frac{S}{L} = 18.62$
Bridge enclosed ...						" " $\frac{S_1}{L} = 17.96$
" overhang aft ...						" " $\frac{E}{L} = 17.96$
" overhang forward ...						Percentage from Table, Line A. <b>8.98</b>
F'cle enclosed ...	<b>26'-3"</b>	<b>26.25</b>	<b>6'-7"</b>		<b>26.25</b>	(corrected for absence of forecastle (if required))
" overhang ...	<b>2'-0"</b>	<b>1.00</b>			<b>1.00</b>	Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = $21.17 \times .0898 = -1.90$
" " forward ...						
Total ...	<b>28.25</b>	<b>27.25</b>			<b>27.25</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<b>25.17</b>	1		<b>25.17</b>	<b>2'-10"</b>	<b>34.0</b>	1		<b>34.00</b>	Mean actual sheer aft = <b>&gt; 1</b>
1/4 L from A.P. ...	<b>11.20</b>	4		<b>44.80</b>	<b>1'-3"</b>	<b>15.0</b>	4		<b>60.00</b>	Mean actual sheer forward = <b>&gt; 1</b>
1/2 L " ...	<b>2.77</b>	2		<b>5.54</b>	<b>0'-4"</b>	<b>4.0</b>	2		<b>8.00</b>	Mean standard sheer forward
Amidships ...	-	4		-	<b>0</b>	-	4		-	Length of enclosed superstructure forward of amidships =
3/4 L from F.P. ...	<b>5.535</b>	2		<b>11.07</b>	<b>0'-8"</b>	<b>8.0</b>	2		<b>16.00</b>	" " aft of " = <b>Nil</b>
1/4 L " ...	<b>22.40</b>	4		<b>89.60</b>	<b>2'-3"</b>	<b>27.0</b>	4		<b>108.00</b>	
F.P. ...	<b>50.34</b>	1		<b>50.34</b>	<b>4'-4"</b>	<b>52.0</b>	1		<b>52.00</b>	
Total ...				<b>226.52</b>					<b>278.00</b>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{51.48}{18} (.75 - .0931) = -1.88$

If limited on account of midship superstructure. **Yes - No allowance** If limited to maximum allowance of 1 1/2 ins. per 100 ft.


<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>15.03</b> Summer freeboard = <b>2.02</b> Moulded draught (d) = <b>13.01</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>3.25 = 3 1/4</b> Addition for Winter North Atlantic Freeboard (if required) = <b>Not required</b>	<b>Deduction for Fresh Water.</b> 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 $\frac{4}{4} = 3 1/4$	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <b>Nil</b> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ...</td> <td><b>5.74</b></td> <td>-</td> </tr> <tr> <td>Deduction for superstructures ...</td> <td>-</td> <td><b>1.90</b></td> </tr> <tr> <td>Sheer correction ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Round of Beam correction ...</td> <td>-</td> <td><b>.08</b></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc. to conform with a summer moulded draught of 13'-0"</td> <td><b>4.75</b></td> <td>-</td> </tr> <tr> <td></td> <td><b>10.49</b></td> <td><b>1.98</b></td> </tr> <tr> <td>Summer Freeboard =</td> <td colspan="2"><b>24.25</b></td> </tr> </tbody> </table>		+	-	Depth Correction ...	<b>5.74</b>	-	Deduction for superstructures ...	-	<b>1.90</b>	Sheer correction ...	-	-	Round of Beam correction ...	-	<b>.08</b>	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. to conform with a summer moulded draught of 13'-0"	<b>4.75</b>	-		<b>10.49</b>	<b>1.98</b>	Summer Freeboard =	<b>24.25</b>	
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## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

<b>8.9.48</b> Tropical Fresh Water Line above Centre of Disc <b>6 1/2"</b> Fresh Water Line " <b>3 1/4"</b> Tropical Line " <b>3 1/4"</b> Winter Line below " <b>Not required</b> Winter North Atlantic Line " <b>Not required</b>	Tropical Fresh Water Freeboard ... <b>1'-5 3/4"</b> Fresh Water " <b>1'-9"</b> Tropical " <b>1'-9"</b> Winter " <b>Not required</b> Winter North Atlantic " <b>Not required</b>
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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway ... ..			No. 1	No. 2						
			FORWARD	AFT.						
Dimensions of Hatchway ... ..			16'-6" 12'-0"	9'-0" 12'-0"						
COAMINGS	{	Height above Deck ...	2'-6"	2'-6"						
		Thickness { Sides ...	7/16"	7/16"						
		{ Ends ...	7/16"	7/16"						
		Stiffeners ...	10" x 3" x 3" x 19-28 LBS. L							
		Brackets, Stays ...	4" x 4" x 1/2" DOUBLE L							
HATCH BEAMS	{	Number ... ..	2	4'-6"						
		Spacing ... ..	5'-6"							
		Scantling and Sketch								
		Bearing Surface ... ..	12'-0"	3"						
			3"	3"						
FORE AND AFTERS	{	Number ... ..								
		Spacing ... ..								
		Unsupported Lengths								
		Scantling* and Sketch	NONE							
		Bearing Surface ... ..								
HATCH COVERS	{	Material ... ..	WHITE	PINE						
		Thickness ... ..	2 1/2"							
		How fitted ... ..	FORE AND AFT.							
		Bearing Surface ... ..	3" EACH END							
Spacing of Cleats ... ..			2'-0"	2'-0"						
Number of Tarpaulins ... ..			3	3						

\*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

\*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:—  
 6 @ 9" DIA. ON FREEBOARD DECK  
 4 @ 9" " " FORECASTLE " COAMINGS 2'-6" HIGH x 5/16" THICK  
 ER. VENT COAMINGS 2 @ 12" DIA.  
 B.R. " " 2 @ 18" DIA.  
 COAMINGS 2'-6" HIGH x 5/16" THICK

Wood plugs and canvas covers provided.

Particulars of Flush Bunker Scuttles:—  
 2 PORT AND 2 STARD.  
 21" DIA. CAST IRON.  
 NOW SEALED OILTIGHT.

Particulars of Companionways:—  
 ON FREEBOARD DECK  
 HATCH TO S.G. SPACE 2'-6" x 2'-6" x 1'-6" HIGH x 5/16" W.T. STEEL COVER  
 ENTRANCE TO OFFICERS ACCO AFT THROUGH DECK HOUSE DOOR (WOOD) COAMING 1'-6"  
 " " ER. & B.R. W.T. STEEL DOOR OPERATED BOTH SIDES " 1'-6"

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

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—  
 FO'CLE DECK 5 @ 2 1/2" HEIGHT 1'-6"  
 FREEBOARD " 2 @ 2 1/2" " 2'-0"  
 3'-0"

Particulars of Gangway Cargo and Coaling Ports:—  
 NONE

Particulars of Scuppers and Sanitary Discharge Pipes —  
 Spaces above freeboard deck: 2 @ 4"  
 3 @ 1 1/2" } STORMYALVES

Particulars of Side Scuttles:—  
 UNDER FO'CLE DECK 12 @ 9" WITH DEADLIGHTS  
 " FREEBOARD " 2 @ 9" "  
 (Covers Acc. & steering engine comp.)  
 Deadlights of gun-metal.  
 (Not less than 1'-6" above tropical mark)

Particulars of Guard Rails:—  
 FORECASTLE - STEEL STANCHIONS & WIRE RAILS 3'-3" HIGH  
 BULWARK 3'-3" HIGH ALL ROUND FREEBOARD DECK.

Particulars of Gangways, Lifelines, etc.:—  
 2 FORD 1" GIRC. WIRE ROPE  
 2 AFT 1" " " "

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	128'-4 1/2"	3'-3"	2'-3" x 12"	6 PORT & 6 STARD	13 1/2 SQ FT. PORT & 13 1/2 SQ FT. STARD	27 1/2
Forward Well	128'-0" STARD 123'-4 1/2"					

State position of each freeing port ... After Well:—  
 (F. and A. position and height above deck edge) Forward Well:—  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Rails fitted.  
 Additional area where sheer is less than standard.

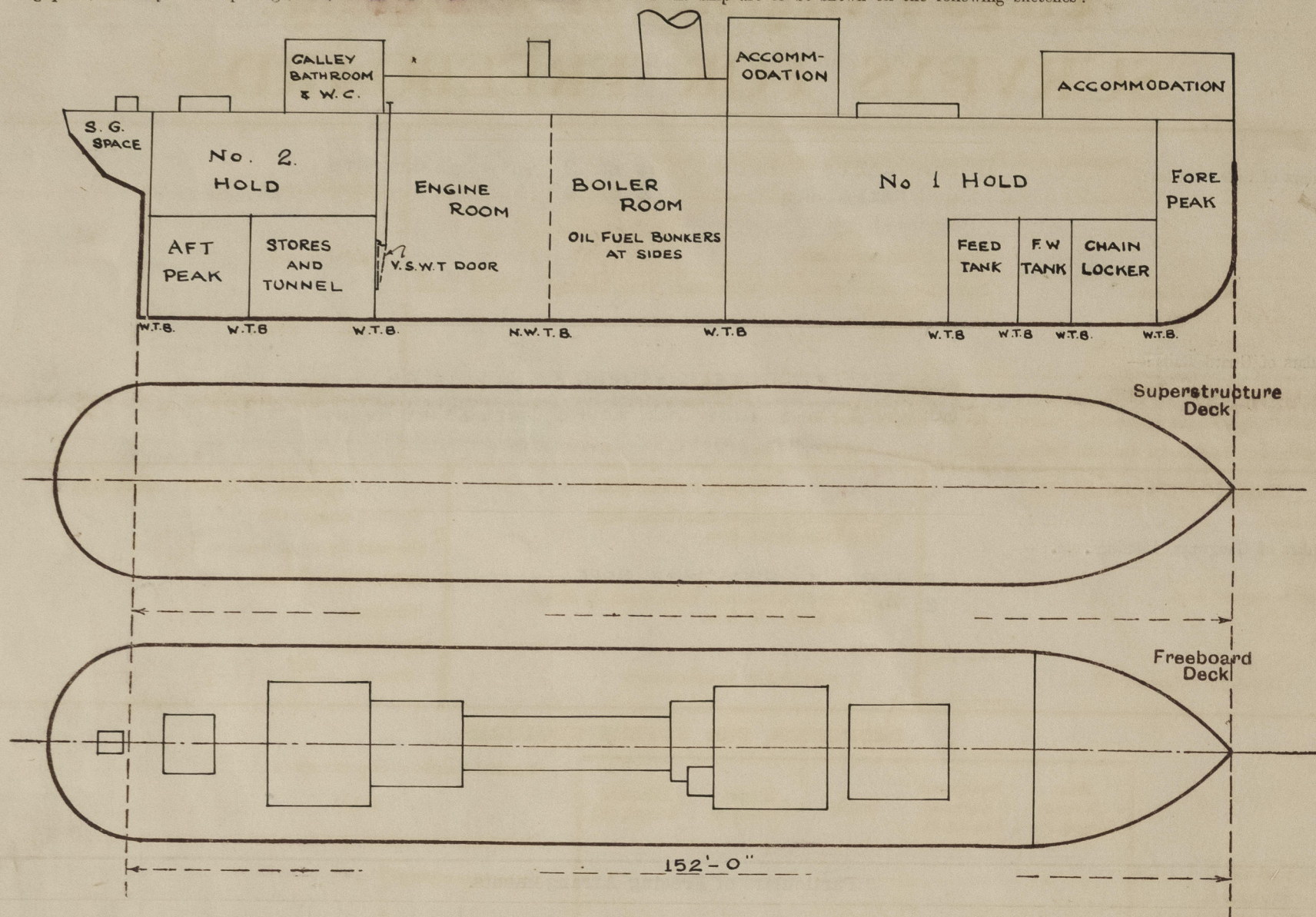
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead	1/4"	1/4"	2 1/2" x 2 1/2" x 1/4"	2'-9"	9" x 9" x 1/4" BRACKET	1 @ 4'-6" x 2'-3"	1'-6"	6'-7"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	5/16"	ER. 5/16" B.R. 1/4"	3" x 3" x 7/16"	2'-7"	BRACKET TOP LUG BOTTOM	ER. 2 @ 4'-6" x 2'-3" B.R. 1 @ 4'-6" x 2'-3"	1'-6"	2'-9" AT SIDE
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships	1/4"	1/4"	4" x 3" x 5/16"	2'-3"	BRACKET TOP AND BOTTOM	4'-9" x 2'-2"	1'-6"	FORD 8'-0" AFT. 6'-7"

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	STEEL WEATHERTIGHT DOOR MANIPULATED FROM BOTH SIDES
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	" WATERTIGHT DOORS " " "
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	TEAKWOOD DOORS.

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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:—

CONVERTED FROM BASSET TRAWLER

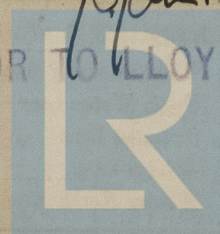
Builder's name and yard number BUILT BY HOUGHLY DOCK & ENG. CO. CALCUTTA. 1942  
CONYERTED BY BRITISH INDIA ENG. WKS. KARACHI. 1948

Names of sister ships NIL

Owners EAST & WEST STEAMSHIP CO. KARACHI.

Fee £ : : Received by me

*John*  
 SURVEYOR TO LLOYD'S REGISTER



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