

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 21369
(For London Office only.)
 Computation of Freeboard for Steamer, ~~Sailing Ship~~, Tanker
 having **SHADE DECK**
Port of Survey **-balenka.**Date of Survey **26.11.32.**Name of Surveyor **J. Peabody.**
 Particulars of Classification **+ 100 A.1.**
Shade Deck.
5.5. Cal. No 3.-11.29.

Ship's Name

S.S. ELLEHGA

(Type of Superstructures.)

Nationality and Port of Registry

BRITISH - GLASGOW 129543.

Gross Tonnage

5196.

Date of Build

1911-3.Moulded Dimensions: Length **409.85** Breadth **52.25** Depth **27.25**

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

Coefficient of fineness for use with Tables

Depth for Freeboard (D)

Moulded depth

Stringer plate

Sheathing on exposed deck

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

Depth for Freeboard (D) =

Depth correction

(a) Where D is greater than Table depth
(D—Table depth) R =(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)

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

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

Difference

Restricted to

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

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 | | | | | |
| „ enclosed | | | | | |
| „ overhang | | | | | |
| Trunk aft | | | | | |
| „ forward | | | | | |
| Tonnage opening aft | | | | | |
| „ „ forward | | | | | |
| Total | | | | | |

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure

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

$$\frac{S_1}{L} =$$

$$\frac{E}{L} =$$

Percentage from Table, Line A.

(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 =

SHEER CORRECTION.

| Station | Standard Ordinate | S | Product | Actual Ordinate | Effective Ordinate | S | Product |
|---------------------------------|-------------------|---|---------|-----------------|--------------------|---|---------|
| A.P. | | 1 | | | | 1 | |
| $\frac{1}{6}L$ from A.P. | | 4 | | | | 4 | |
| $\frac{2}{6}L$ „ | | 2 | | | | 2 | |
| Amidships | | 4 | | | | 4 | |
| $\frac{2}{6}L$ from F.P. | | 2 | | | | 2 | |
| $\frac{1}{6}L$ „ | | 4 | | | | 4 | |
| F.P. | | 1 | | | | 1 | |
| Total | | | | | | | |

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

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

$$T =$$

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

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.

Summer Freeboard =

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 „ „

Pa
8PaPa
0

7

10

1

E

1

1

27 DEC 1932

Particulars of Scuppers and Sanitary Discharge Pipes :-

8" x 5" Scupper holes cut in bulkhead plating on upper deck -
All sanitary discharges fitted with storm valves -

Particulars of Side Scuttles :-

12" inch diameter side scuttles fitted with hinged C.I. covers -

Particulars of Guard Rails :-

4 bar guard rails on shade deck 3'-9" high -

Particulars of Gangways, Lifelines, etc. :-

Lifelines can be rigged for safety of crew -

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 | 21 + 18.25 51.25 | 8'-0" | 1'-9" x 1'-6" | 2. | 5.25 ✓ | ✓ |
| Forward Well | 18.25 + 24.25 106.9" | 8'-0" | 1'-9" x 1'-6" | 2. | 5.25 ✓ | 21 |
| State position of each freeing port { After Well: Poop, 4'-9" x 34'-3" x 9'-6" BRIDGE, F'CLE. (P. and A. position and height above deck edge) { Forward Well: BRIDGE 13'-6" x 25'-6" x 68'-9" | | | | | | |
| 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. Washboards fitted with single bar flaps - 14" inches above deck - | | | | | | |

Particulars of Superstructures, Trunks, Casings, Deckhouses.

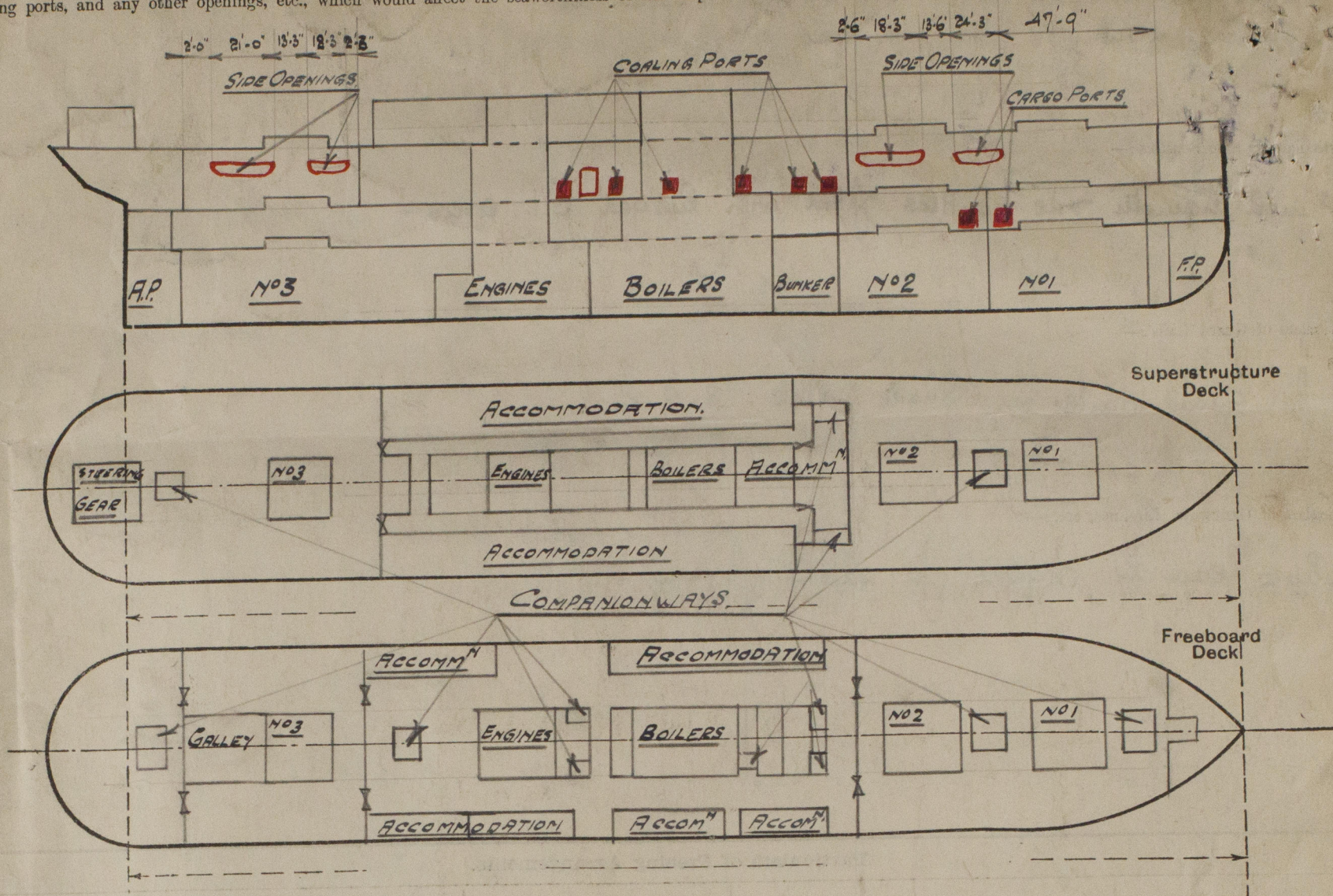
| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
|--|-------------|---------|--------------|---------|-------------------------------|------------------|-----------------|-------------------|
| Poop Bulkhead | 3 x 3 x 3/8 | 1/4 | 3 x 3 x 3/8 | 3'-9" | ✓ | 5'-0" x 7'-0" | NIL | 8'-0" |
| Raised Quarter Deck Bulkhead ... | | | | | | | | |
| Bridge, After Bulkhead | - do - | - do - | - do - | 4'-10" | ✓ | 4'-3" x 7'-0" | NIL | 8'-0" |
| Bridge, Forward Bulkhead | - do - | - do - | 5 x 3 x 1/2" | 2'-3" | ✓ | 4'-0" x 5'-0" | 12" | 8'-0" |
| Forecastle Bulkhead | - do - | - do - | 3 x 3 x 3/8 | 2'-6" | ✓ | 2'-6" x 7'-9" | NIL | 8'-0" |
| Trunk, Aft | | | | | | | | |
| Trunk, Forward | | | | | | | | |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | | | | | | | | |
| Exposed Machinery Casings on Super-structure Decks | | | | | | | | |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | 9" x 7/16 | 1/4" | 5 x 3 x 1/2" | 4'-3" | ✓ | 2'-6" x 5'-5" | 9" | 8'-0" |
| Deckhouses on Flush Deck Ships ... | | | | | | | | |

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

| | |
|--|---|
| Poop Bulkhead | 3" stanchions in channels full height - |
| Raised Quarter Deck Bulkhead ... | |
| Bridge, After Bulkhead | 3" stanchions in channels full height |
| Bridge, Forward Bulkhead | Hinged steel doors secured by locks & handles - |
| Forecastle Bulkhead | Open alleyway - no closing appliances - |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | |
| Exposed Machinery Casings on Super-structure Decks | |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | B.R. Casings enclosed in accommodation - two teakwood doors 2' R on upper deck one in engine's quarters & one on boat deck - secured by locks & handles - |
| Deckhouses on Flush Deck Ships ... | Steel daylight hand operated - |

Eldenga

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:—



Freeboard deck is sheathed.

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

Particulars taken when vessel was in drydock for condition survey.

Builder's name and yard number.

Names of sister ships

Owner British India Steam Navigation Co.

Fee £36 10/-

Received by me

[Signature]



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