

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 532400

Computation of Freeboard for Steamer, Sailing Ship, Tug					Port of Survey <u>Bombay</u>
having <u>a flush deck</u>					Date of Survey <u>30th January 1933</u>
(Type of Superstructures.)					Name of Surveyor <u>H. Johnson</u>
Ship's Name <u>EMILY</u>	Nationality and Port of Registry <u>NOT KNOWN</u>	Official Number <u>✓</u>	Gross Tonnage <u>✓</u>	Date of Build <u>1933-2</u>	Particulars of Classification <u>+ 100 A.I.</u>
Moulded Dimensions: Length <u>78.0</u>	Breadth <u>18.0</u>	Depth <u>8.5</u>			<u>for towing purposes</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth			<u>153</u>	tons	<u>(contingent)</u>
Coefficient of fineness for use with Tables					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<u>8.5</u>	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	<u>18.0</u>
Stringer plate <u>2.9</u>		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	
Sheathing on exposed deck <u>2 3/8</u>				Ship's Round of Beam	<u>6"</u>
$T \left(\frac{L-S}{L} \right) =$				Difference	
Depth for Freeboard (D) =		If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$	

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 ...					
F'cle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...					

Standard Height of Superstructure	
" " R.Q.D.	
Deduction for complete superstructure	
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 M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...		1		<u>18</u>		1	
$\frac{1}{6}L$ from A.P. ...		4		<u>8</u>		4	
$\frac{2}{6}L$ " ...		2		<u>2</u>		2	
Amidships ...		4		<u>-</u>		4	
$\frac{2}{6}L$ from F.P. ...		2		<u>4</u>		2	
$\frac{1}{6}L$ " ...		4		<u>16</u>		4	
F.P. ...		1		<u>36</u>		1	
Total ...							

Mean actual sheer aft =	
Mean standard sheer aft =	
Mean actual sheer forward =	
Mean standard sheer forward =	
Length of enclosed superstructure forward of amidships =	
" " aft of " =	

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

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

$$T =$$

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

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	" "

1906 freeboard
assigned at
owner's request.

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	23	...	...	...	...	...	...
	Thickness	...	40	...	...	...	...	...	...
	Sides	...	40	...	...	...	...	...	...
	Stiffeners	...	40	...	...	...	...	...	...
HATCH BEAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	W.P.	...	...	...	...	...	...
	Thickness	...	2 1/2	...	...	...	...	...	...
Spacing of Cleats	...	...	24	...	...	...	...	...	...
	Number of Tarpaulins	...	2	...	...	...	...	...	...

*Are wood fore and afters steel shod at all bearing surfaces? *yes*
 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:—

*Engine skylight on casing top of steel - strongly constructed
 Fully grommets on casing top protected by strong hinged plate cover.*

Particulars of Flush Bunker Scuttles:—

none.

Particulars of Companionways:—

*20 ft. open forward. Steel house 5' 6" high.
 Entrance 3' 8" x 1' 10" - 17" side.
 Hinged steel door 1 1/2" thick manipulated from both sides.
 20 ft. open aft. steel casing 16" x 30".
 Hinged steel door 1 1/2" thick.
 Entrance 1' 4" x 1' 10" - 16" side. Hinged steel door 1 1/2" thick manipulated from both sides.*

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

*2 Ventilators in open spaces. Casings 18" high x 6" dia x .32
 casings constructed in accordance with the Rules and closed with wood plugs & canvas wrap.*

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

*1 air pipe to after peak tank 11" high x 1 1/2" dia.
 closed with wood plug.*

Particulars of Gangway Cargo and Coaling Ports:—

none.

Enlist

Particulars of Scuppers and Sanitary Discharge Pipes:—

There are no scuppers or sanitary pipes discharging below the freeboard deck.

Particulars of Side Scuttles:—

There are no side scuttles fitted below the freeboard deck.

Particulars of Guard Rails:—

none.

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	78'-0"	2'-5"	2' x 9"	2	3.35	15'
Forward Well						

State position of each freeing port ... After Well:— } 6" above midships, 23'-0" above midships. 7" above deck edge
 (P. 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:— *fitted with 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								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard	none	.26	26 x 2 1/2 x .26	30	anchored at top	5.0 2'-8" x 1'-5"	16	see above
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	
Exposed Machinery Casings on Superstructure Decks	<i>Hinged steel doors manipulated from both sides.</i>
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

The diagram is a hand-drawn plan view of a submarine, oriented horizontally with the bow to the left. It is divided into two main horizontal sections by a dashed line representing the waterline.

Upper Section (Superstructure Deck):

- This section shows the internal layout of the upper deck.
- From left to right, the compartments are labeled: "CREW", "B.R." (Bathroom), "B.R." (Bathroom), and "CREW".
- Small rectangular structures representing conning towers or funnels are shown above the main compartments.
- A dimension line at the far left is labeled "Y-G" with arrows pointing to the left and right.
- The rightmost part of this section is labeled "Superstructure Deck".

Lower Section (Freeboard Deck):

- This section shows the internal layout of the lower deck.
- It contains several rectangular compartments of varying sizes.
- At the bow (left), there is a small "x" mark.
- At the stern (right), there is a small "o" mark.
- The rightmost part of this section is labeled "Freeboard Deck".
- Handwritten notes on the right side of this section include "x air pipe" and "o vent." with lines pointing to the respective marks.

General Features:

- A dashed line runs horizontally through the center of the entire plan, representing the longitudinal axis.
- Vertical dashed lines are used to delineate the compartments and structural elements.
- The overall shape is elongated and tapers at both ends, typical of a submarine hull.

This report is intended for training purposes.

shells at $\frac{1}{8}$ length from stem 20" /

Full displacement at 8'-6" extreme draft = 181 tons
 Two feet inch at 8'-6" " " = 2.68 "

Names of sister ships "Alasia", "Haut de Quarante", "Antar Simelmanns"

Owners.

Fee £ 3 ; 0 ; 0

Received by me