

HARPALYCE 33793
HARPATHIAN 33722
Rpt. C.11.

Reg 9 attached
L 4 JUN 1932
Index No. 33479
(For London Office only.)
B.T.C.
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tug~~
having *Coop Bridge, Jerecasth.*
Type of Superstructures.)
Ship's Name *SIZILIAN* Nationality and Port of Registry *British London* Official Number *161451* Gross Tonnage *4689* Date of Build *1930-7*
Moulded Dimensions: Length *394.0* Breadth *54.04* Depth *27.08* *27.17*
Moulded displacement at moulded draught = 85 per cent. of moulded depth *0847* tons
Coefficient of fineness for use with Tables *772*
Port of Survey *Sheep*
Date of Survey *3rd June 1932*
Name of Surveyor *R. J. H. H. H.*
Particulars of Classification *+100 A1*

Depth for Freeboard (D) *27.17*
Moulded depth ... *27.08*
Stringer plate ... *50*
Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
Depth for Freeboard (D) = *27.21*
Depth correction
(a) Where D is greater than Table depth
(D-Table depth) R = $(27.21 - 26.27) 3.00 = +2.82$
(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) *54.04*
Standard Round of Beam = $\frac{B \times 12}{50} = 12.97$
Ship's Round of Beam = *13*
Difference *.03*
Restricted to
Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.03}{4} \times$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>36.08</i>	<i>36.08</i>	<i>8.0</i>		<i>36.08</i>	Standard Height of Superstructure <i>7.44</i>
" overhang ...	<i>.92</i>	<i>.46</i>			<i>.46</i>	" " R.Q.D. <i>/</i>
R.Q.D. enclosed ...						Deduction for complete superstructure <i>41.60</i>
" overhang ...						Percentage covered $\frac{S}{L} = 80.22$
Bridge enclosed ...	<i>245.0</i>	<i>245.00</i>	<i>8.6</i>		<i>245.00</i>	" " $\frac{S_1}{L} = 79.92$
" overhang aft ...	<i>1.0</i>	<i>.75</i>			<i>.75</i>	" " $\frac{E}{L} = 79.92$
" overhang forward ...	<i>1.0</i>	<i>.50</i>			<i>.50</i>	Percentage from Table, Line A. <i>/</i>
F'cle enclosed ...	<i>31.75</i>	<i>31.75</i>	<i>8.0</i>		<i>31.75</i>	(corrected for absence of forecastle (if required))
" overhang ...	<i>.33</i>	<i>.33</i>			<i>.33</i>	Percentage from Table, Line B. <i>75.20</i>
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = $.7520 \times 41.6 = -31.28$
" " forward ...						
Total ...	<i>316.08</i>	<i>314.87</i>			<i>314.87</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>49.40</i>	<i>1</i>		<i>49.40</i>	<i>63.0</i>	<i>63.00</i>	<i>1</i>		<i>63.00</i>
$\frac{1}{4}$ L from A.P. ...	<i>21.98</i>	<i>4</i>		<i>87.92</i>	<i>27.2</i>	<i>27.26</i>	<i>4</i>		<i>109.04</i>
$\frac{3}{8}$ L " ...	<i>5.43</i>	<i>2</i>		<i>10.86</i>	<i>6.1</i>	<i>6.81</i>	<i>2</i>		<i>13.62</i>
Amidships ...		<i>4</i>			<i>0</i>		<i>4</i>		
$\frac{5}{8}$ L from F.P. ...	<i>10.87</i>	<i>2</i>		<i>21.74</i>	<i>13.2</i>	<i>13.03</i>	<i>2</i>		<i>26.06</i>
$\frac{3}{4}$ L " ...	<i>43.97</i>	<i>4</i>		<i>175.88</i>	<i>51.2</i>	<i>52.14</i>	<i>4</i>		<i>208.56</i>
F.P. ...	<i>98.80</i>	<i>1</i>		<i>98.80</i>	<i>120.0</i>	<i>120.00</i>	<i>1</i>		<i>120.00</i>
Total ...				<i>444.60</i>					<i>540.28</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{95.68}{18} \left(\frac{.3489}{.75} \right) = -1.85$

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 = *27.21* Ft.
Summer freeboard = *3.67*
Moulded draught (d) = *23.54*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *5.88 = 6"*
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 11100$
Tons per inch immersion at summer load water line
 $T = 43.3$
Deduction = $\frac{\Delta}{40T}$ inches = $\frac{11100}{40 \times 43.3} = 6.41 = 6\frac{1}{2}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... *2.82*
Deduction for superstructures ... *31.28*
Sheer correction ... *1.85*
Round of Beam correction ...
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

Summer Freeboard = *44.04*

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

Tropical Fresh Water Line above Centre of Disc ...	<i>12 1/2</i>	Tropical Fresh Water Freeboard ...	<i>2 7/2</i>
Fresh Water Line " " ...	<i>6 1/2</i>	Fresh Water " " ...	<i>3 1/2</i>
Tropical Line " " ...	<i>6</i>	Tropical " " ...	<i>3 1/2</i>
Winter Line below " " ...	<i>6</i>	Winter " " ...	<i>4 1/2</i>
Winter North Atlantic Line " " ...	<i>6</i>	Winter North Atlantic " " ...	<i>4 1/2</i>

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Particulars of Scuppers and Sanitary Discharge Pipes — Below freeboard deck fitted with storm valves as ship order
scuppers above freeboard deck open pipes + plate through gunwale angle
sanitary discharge above freeboard deck fitted with storm valve and efficient trap at inner end

Particulars of Side Scuttles:
In Poop fitted with hinged deadlights
All scuttles on substantial Construction

Particulars of Guard Rails:—
On Poop, Bridge & Deck 3'-6" high 3 rails stanchions spaced 4'-0" to 4'-8" apart

Particulars of Gangways, Lifelines, etc.:—
Gangway fitted from Poop to Bridge efficiently supported, having stanchions and stay wire each side

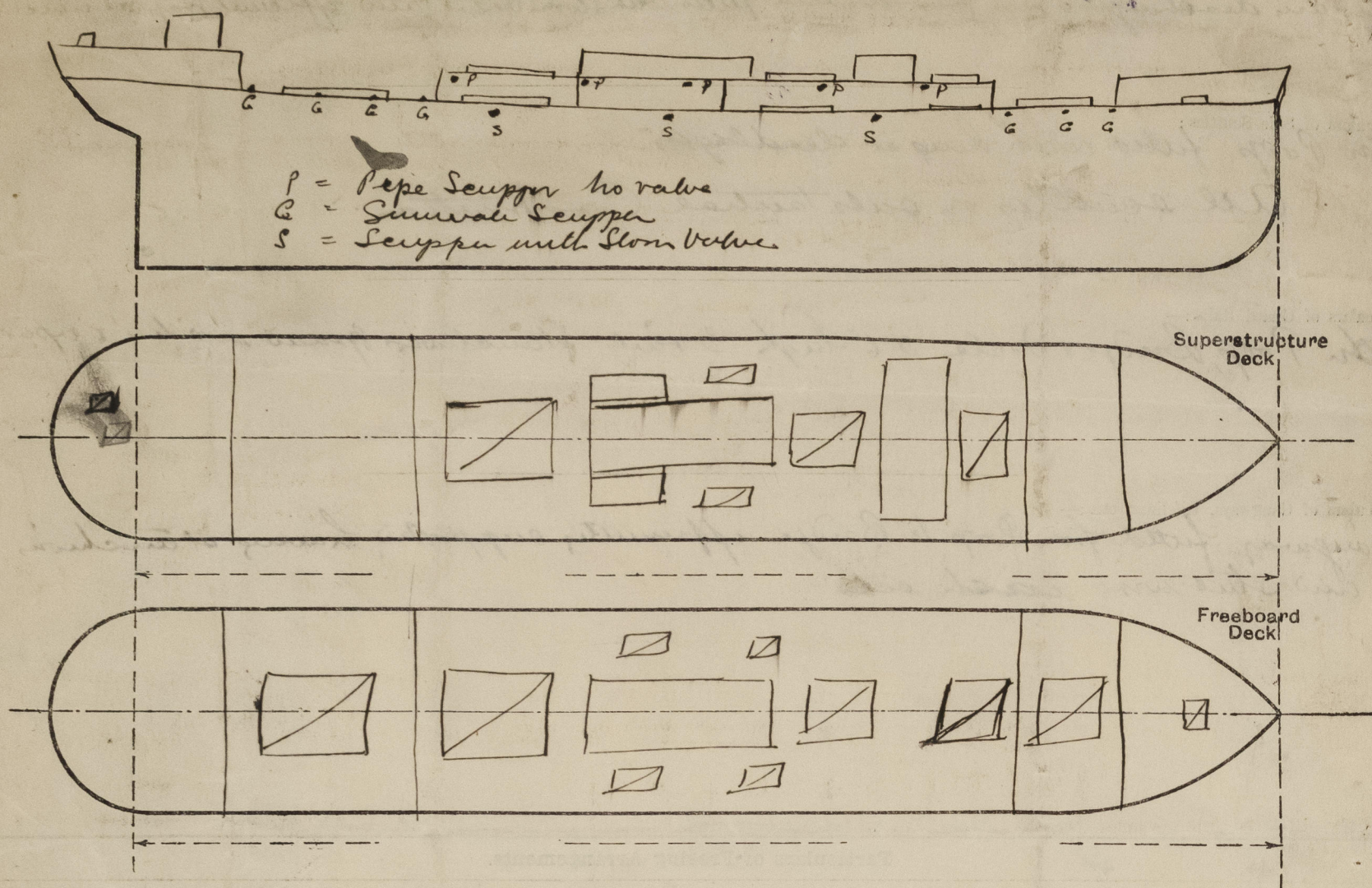
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	42'-4"	4'-0"	3'-8 1/2" x 18"	2		
Forward Well	39'-3"	4'-0"	3'-8 1/2" x 18"	2		
State position of each freeing port } After Well:— from Bridge 1st port 11'-0" 2nd port 27'-6" Sill 16"						
(F. and A. position and height above deck edge) } Forward Well:— from 7' 12" port 11'-0" 2nd port 25'-9" Sill 14"						
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.						

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	46	40	6 x 3 x 45	4'-6"	lug top & bottom	4'-6" x 2'-0"	18	8'-0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	40	35	6 x 3 x 35	3'-7 1/2"	lug top & bottom	2'-9" x 4'-6"	18	8'-6"
Bridge, Forward Bulkhead	46	46	9 x 3 1/2 BA	2'-9"	lug top & bottom	3'-0" x 4'-6"	18	8'-6"
Forecastle Bulkhead	36	36	6 x 3 x 34	3'-0"	lug top & bottom	4'-6" x 2'-0"	18	8'-0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks	36	34	4 1/2 x 3 x 35	4'-1 1/2"	Bkt at top	4'-0" x 2'-0"	18	7'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	32	32	4 x 3 x 32	4'-9"	attached to beam at top	4'-0" x 1'-8"	18	8'-6"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	Steel hinged door Spring lock Yes.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	Steel plate bolted No.
Bridge, Forward Bulkhead	Hinged steel door Clips & bolts Yes.
Forecastle Bulkhead	2 steel door Spring locks Yes 1 inch weather board 5'-1" x 4'-6" - 2 1/2" in width steel channels full length
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	Hinged steel door Spring lock Yes.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel door Spring lock Yes.
Deckhouses on Flush Deck Ships ...	

Warpagus

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo 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:—

Surveyed after - nothing done towards special survey

Builder's name and yard number

J. Readhead & Co. Ltd.

Names of sister ships

Harpalyce

Owners

National S.S. Co. Ltd.

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