

NO. 6 S/S. "EASTERN GLEN"
DEADWEIGHT CALCULATION

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SHIP DRAWING OFFICE <small>UCHIDA</small> SHIP BUILDING & ENGINEERING Co., LTD.	
DRAWN BY.....	
TRACED BY.....	
CHECKED BY.....	
APPROVED BY.....	
DRAWING NO. 6242	
DATE MAR. 22 1920	



Approved
23-3-20
James Brighton

The Uchida Shipbuilding & Engineering Co., Ltd

YOKOHAMA, JAPAN.

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WISO-015713

NO.6 S/S "EASTERN GLEN"

DEADWEIGHT AND LIGHT CALCULATION.

1. Draught and displacement at 10⁰-0' A.M. on 11th March 1920
in No.3 dock on Yokohama dock Co. Ltd., Yokohama.

Draught forward:- P---- 6'-7" S---- 6'-7" M--- 6'-7"
" aft:- P---- 9'-0" S---- 9'-0" M--- 9'-0"
" Mean:- 7'-9½"
Trim by the stern:- 2'-5"

Temperature of sea water. 49⁰ F.

Specific gravity of sea water 1.02

Weight of sea water per cubic foot 62.295 x 1.02 = 63.5409 lbs.
say 63.54 "

Where 62.295 lbs is the weight of one cubic ft. of
fresh water at 15⁰ C. which is the base temperature of
the hydrometer.

Centre of floatation before amidship. 1.53 ft.

Tons per inch immersion. 40.04 tons.

Reduction of displacement due to trim 4.44 tons.

Displacement corresponding to mean draft 7'-9½" from
curves at 35 cubic ft per ton. 3290.00 tons.

2. Displacement corrected both for trim and density

(3290.00 - 4.44) x 63.54/64.00 ----- 3261.945 tons.

∴ 3261.95 tons.

3. Weight to go on board 6.89 tons.

4. " to come out 54.45 tons.

5. Summery

2:- Corrected displacement 3261.95 tons.

3:- Weight to get in + 6.89 "

4:- " to get out - 54.45 "

3214.39 tons.

6. Ships light weight fully equiped with steam up and ready for sea, including water in boilers and main condenser.

3214.39 tons

Correcting draught.

7'-7½"

7. Displacement at draught - 24' -8-7/8" corresponding at

Lloyed summer free board line 5'-8½"

11765.00 tons

Ships light weight

- 3214.39 tons

Dead Weight

8520.61 tons

3. Items to be added

Water in condenser

6.00 tons

Boiler lagging asbestos

1000 lbs.

0.445 tons

Cocks & pieces

1000 "

0.445 " (+

2000 lbs.

6.89 tons

4. Items to be taken off.

Bilge water

5.3 tons

Coal

11.0 "

Ash.

1.9 "

Short link chain.

577 lbs.

Fender beard & cork fender.

358 "

Wood ladder.

180 "

Steel plates.

1180 "

Angle scrap.

1149 "

Iron scrap.

916 "

Bolts, nuts & washer.

1920 "

Tools.

6015 "

Manila rope.

5438 "

Wire rope.

132 "

Straw rope.

50 "

Collision mat.

140 "

Waste in box.

300 "



Petroleum oil tank.	750 lbs.
Chain block.	580 "
Wood block.	150 "
Gas pipe	1718 "
Sand	2308 "
Cement	948 "
Stage planks.	8647 "
Wooden supports.	399 "
" scrap	525 "
Lift of stage plank or brackets	468 "
Shackle & Eye plates.	300 "
Marine glue.	200 "
Straw mat.	8 "
Oil cask.	50 "
Jacobs ladder.	80 "
Bricks.	61 "
Rivet furnace.	780 "
Bellow.	205 "
Work vice bench.	200 "
Vice.	200 "
Acid gas bottles.	600 "
Acid gas tank.	1600 "
Drinking water tank (dry)	639 "
Brass metal.	30 "
Workmen private box.	594 "
" provisions	15 "
Enamel in shaft tunnels	656 "
Temporaly donkey boiler	7300 "
Feed pumps & pipes	280 "

Feed water tank	10221 lbs.
Ash buckets	264 "
Coal measure	31 "
Coal barrow	110 "
Ash shoot	1237 "
Temporalay wooden bulkhead	12674 "
dust	2654 "
Water tight door & gear,	2240 "
Men on board 26 persons	
@ 120 lbs.	
	<u>3120 " (+</u>
	81,197 \div 36.25 tons.
	<u>18.2 (+</u>
	54.45 tons.

Condition of ballast tank, main boilers &c.

All ballast tank. -----	Empty
Both peaks.	"
Feed water tanks	"
Fresh water tanks	"
Sanitary tanks	"
No.1 Hold bilge water port side (2 $\frac{1}{2}$ "	.4 tons
" " " Stardd. " (2")	.28 "
Engine room bilge well (9")	4.5 "
Tunnel well (1")	.12 "
Other wise holds bilge water	dry
Boilers (Three in No.)	Working level (32.tons)
Condenser	dry (6 tons)

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