

- see Secretamp's letter "F" 8.12.32 -

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Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD. 8.071.

Computation of Freeboard for Steamer, ~~Steamship~~ *Flush Deck* Tanker  
having *Flush Deck*

(Type of Superstructures.)

Ship's Name <b>"KILBANE"</b>	Nationality and Port of Registry <i>Moroccan Casablanca</i>	Official Number <i>1282</i>	Gross Tonnage <i>1903-6</i>	Date of Build <i>1903-6</i>
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Moulded Dimensions: Length *220'* Breadth *17'-0"* Depth *17'-0"*  
Moulded displacement at moulded draught = 85 per cent. of moulded depth  
Coefficient of fineness for use with Tables *Yond closed*

Port of Survey *Marseilles*  
Date of Survey *28.12.32*  
Name of Surveyor *W. H. Waggott*  
Particulars of Classification *+100A.1*  
*Along Deck with fbd.*  
*S.S. Mel. 2nd No. 3-7.27.*  
*S.S. Mel. No. 1-32.*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>17'-0"</i>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B)
Stringer plate ...	(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 $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>8"</i>
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
„ enclosure ...					
„ 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					1		
$\frac{1}{4}$ L from A.P. ...		4					4		
$\frac{2}{4}$ L „ ...		2					2		
Amidships ...		4					4		
$\frac{3}{4}$ L from F.P. ...		2					2		
$\frac{1}{4}$ L „ ...		4					4		
F.P. ...		1					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.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Ft. Depth to Freeboard Deck = 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) =	<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 = $\frac{\Delta}{40 T}$ inches =	<b>TABULAR FREEBOARD</b> 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 =
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### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	Tropical Fresh Water Freeboard	...
Fresh Water Line	...	Fresh Water	...
Tropical Line	...	Tropical	...
Winter Line below	...	Winter	...
Winter North Atlantic Line	...	Winter North Atlantic	...

5m, 3.32.

W397-0178/12

Existing Freeboards re-assigned at Owners request  
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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		No 1	No 2	No 3					
Dimensions of Hatchway		11' 9" x 12'	24' x 15' 0"	24' 0" x 15' 0"					
COAMINGS	Height above Deck	24"	24"	24"					
	Thickness	40	40	40					
	Stiffeners	64 6 x 3 x 40	40	40					
	Brackets, Stays	12 from Top	No 1						
HATCH BEAMS	Number	9 ft	2	2					
	Spacing	3" 1/2 round							
	Scantling and Sketch	33" 6 26" 30" 11 1/2 x 2 1/2 x 35"							
	Bearing Surface	3	3	3					
FORE AND AFTERS	Number	6 ft	4 1/2 8"	4 1/2 8"					
	Spacing	11 1/2 6"	8 1/2 9"	8 1/2 3"					
	Unsupported Lengths	320 ft 2 1/2	15 3 x 3 x 35	15 3 x 3 x 35					
	Scantling and Sketch	15 75 x 75 x 8 1/2	8 x 20	8 x 20					
HATCH COVERS	Bearing Surface	75 1/2 x 75 1/2	75 1/2 x 75 1/2	75 1/2 x 75 1/2					
	Material	Plank	as	as					
	Thickness	3"	No 1	No 1					
	Bearing Surface	1 3/4 6 1/2 6 1/2 6 1/2	6 1/2 6 1/2 6 1/2	6 1/2 6 1/2 6 1/2					
Spacing of Cleats		2 ft	as	as					
Number of Tarpaulins		3	No 1	No 1					
<p>*Are wood fore and afters steel shod at all bearing surfaces? <i>Steel (F.R.A.)</i></p> <p>Are battens and wedges efficient and in good condition? <i>yes</i></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <i>yes</i></p> <p>Are lashings provided in accordance with rule requirements? <i>yes</i></p>									

Particulars of fiddley, funnel and ventilator coamings:—

Stake-hold gratings covered by strong steel hinged covers.  
 Leadley, funnel vents in efficient condition  
 Engine room skylights of steel & strongly constructed

Particulars of Flush Bunker Scuttles:—

— none —

Particulars of Companionways —  
1. Steel companion 4 ft. x 3 ft. 4" x 6 ft. High on fore deck leading to enclosed fore-castle. Door of steel (opening in halves vertically) with stile of 10", door operated both sides ✓

Particulars of Ventilators in exposed positions on foreboard and superstructure decks		Diagonal		Square		Waming		to fore store		to after store		Wood plugs	
Fore Deck	1	10"	"	15"	"	"	"	1/20	to fore	1/20	to after	1	1
	2	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1
	1	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1
	1	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1
after Deck	2	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1
	1	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1
	1	12"	"	18"	"	"	"	1/20	to fore	1/20	to after	1	1

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

- More -

Particulars of Gangway Cargo and Coaling Ports :—

— None —

Particulars of Scuppers and Sanitary Discharge Pipes:—					
Fore Dk. :-	2 scuppers	(1 P & 1 S.)	through deck	4" Dia	" " " "
after	8	(4 P & 4 S)	through gunwale	6" " 4"	" " " "
Side :-	Sanitary discharge	15 S.	4" Dia	Below F.B.D.	valve at side
		1 P.S.	4"	" " " "	" " " "
Bridge :-	Wash discharge	15 S.	2"	" " " "	" " " "

Particulars of Side Scuttles:—

all side scuttles below freeboard deck fitted with hinged deadlights in Budge of all side scuttles to crews quarters provided with swiveling deadlights all scuttles of tubercular construction

Particulars of Guard Rails:—

all scullies of

Rails:—

Guard Rails in way No 1 & 2 Hatch ways consisting of 3 steel wires 1 1/2" apart with stretching screws & wires efficiently supported.

Guard Rails aft. B. Budge - Rails 3 ft 4" high stanchions 4 ft apart 3 Rails

Particulars of Gangways, Lifelines, etc. :—

— pore filled —

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 ... ..						
Forward Well ... ..						

State position of each freeing port ... .. } After Well :—  
 (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 :—  
 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 Free-board or Raised Quarter Decks ...	1/20	2/20	3" x 3" x 35"	3' 6"	Brackets at Top	4ft-6" x 2ft	19"	7'-6"
Exposed Machinery Casings on Super-structure 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 Free-board or Raised Quarter Decks ...	2 openings, steel hinged doors to readily opening both sides, locks
Exposed Machinery Casings on Super-structure Decks ... ..	2 " " " Hard wood hinged doors to S.R., operated both sides & lock (1/2" thick)
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	

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BUNKER HATCH

Superstructure Deck

To ENCLOSED SALOON

Door 4'6" x 2ft 19"

HARD WOOD HINGED DOOR 1 3/4"

Locks, operated both sides

2 steel skylights with wood hinged covers, fitted with Tarps & battened down

Freeboard Deck

COMPANION

No 3

No 2

No 1

No 4

6 x 2 CASING

Bunker Hatches

3ft 4" x 2ft 19"

coaming 9 1/8"

one wood Hatch 2 1/2"

cleats 17 arps.

Bunker Hatch

14ft 6" x 3' 10"

10" coaming

Beaming surface 2"

wood Hatches 3 1/2"

cleats 2ft 2 Tarps.

A STORE

1/4"

16"

Surface 1 3/4"

Hatch 2 1/2"

7 arps.

Vessel surveyed in dry dock, & does not embrace any  
parts of the requirements of Special Survey.  
The Owner wishes to retain the existing freeboard.  
No particulars could be obtained on board regarding  
the displacement figures.

Tyre Iron S.B. Co L<sup>d</sup> Newcastle

Owners

Louis Secard.

Free *£* 4 60

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