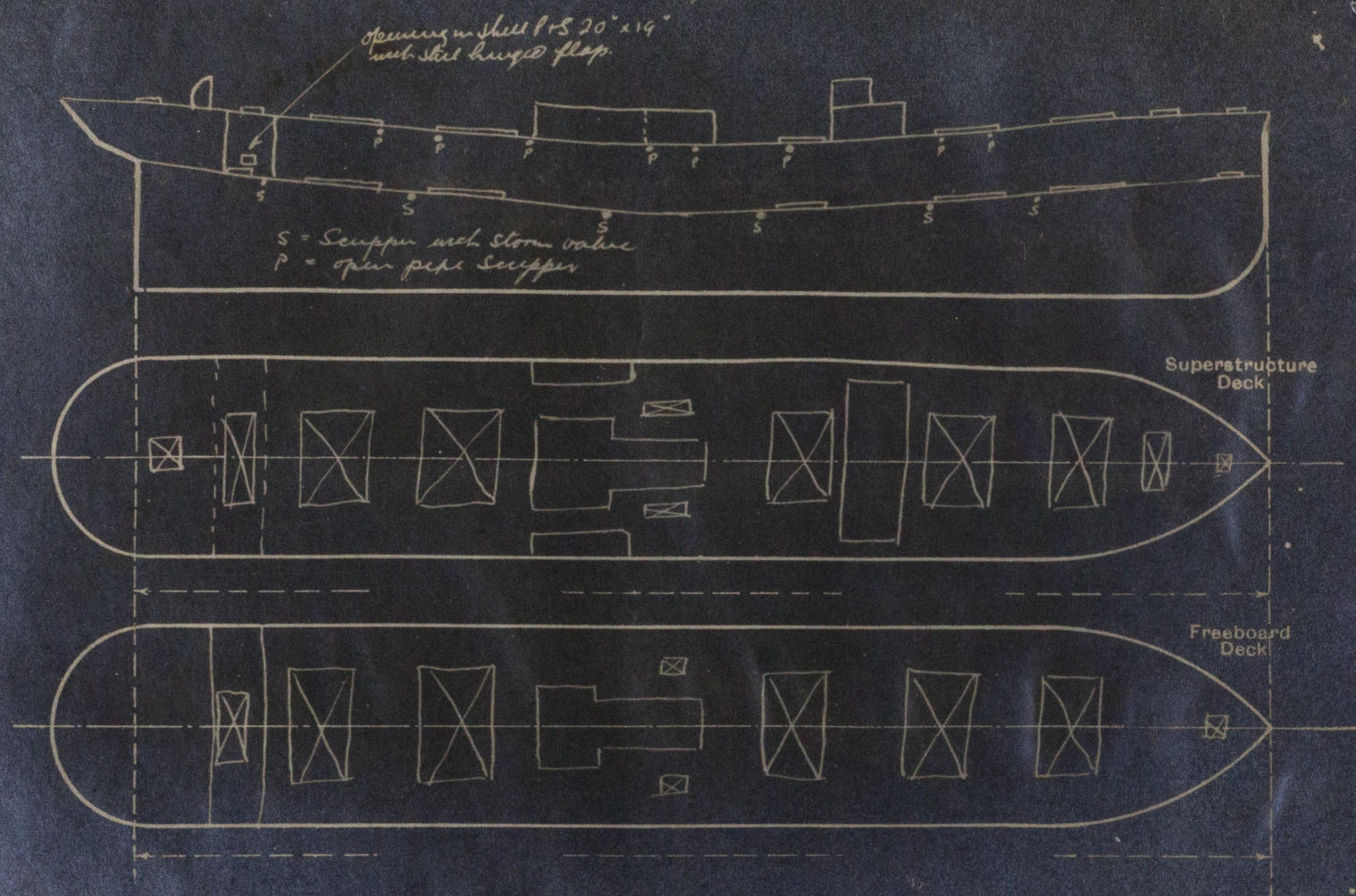


Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



Vessel surveyed after working done towards final survey.
Show any special features in the construction of the ship.

Builder's name and yard number *J. Readhead & Son, Ltd.*

Names of sister ships

Owners

Hain S.S. Co. Ltd.

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Freeboard Bridge and Poop*

Port of Survey *Shull*

Date of Survey *14th June 1932*

Name of Surveyor *J. G. G. G.*

Particulars of Classification *+100 A1*

Ship's Name	Nationality and Port of Official Number	Gross Tonnage	Date of Build
<i>TRENKLOS</i>	<i>British 137869</i>	<i>4393</i>	<i>1918-3</i>
Moulded Dimensions: Length	<i>400</i>	Breadth <i>51.79</i>	Depth <i>26.87</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth	<i>10615</i>	tons	
Coefficient of fineness for use with Tables	<i>.786</i>		

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <i>26.87</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(26.87 - 26.67) 3.00 = +0.72</i>	Moulded Breadth (B) <i>51.79</i> Standard Round of Beam = $B \times \frac{12}{50} =$ <i>12.43</i> Ship's Round of Beam = <i>12.0</i> Difference <i>.43</i>
Stringer plate <i>.48</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Restricted to
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S}{L}) =$ <i>43 / 4 x .0080 = .086</i>
Depth for Freeboard (D) = <i>26.91</i>		

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>27.04</i>	<i>27.04</i>	<i>7' 11 1/2"</i>		<i>27.04</i>
" overhang <i>2.29</i>	<i>1.14</i>			<i>1.14</i>
R.Q.D. enclosed				
" overhang				
Bridge enclosed				
" overhang aft				
" overhang forward				
F'le enclosed <i>363.71</i>	<i>363.71</i>	<i>7' 11 1/2"</i>		<i>363.71</i>
" overhang <i>2.29</i>	<i>1.12</i>			<i>1.12</i>
Trunk aft				
" forward				
Tonnage opening aft <i>4.67</i>	<i>3.19</i>	<i>7' 11 1/2"</i>		<i>3.19</i>
" forward				
Total <i>400.00</i>	<i>396.80</i>			<i>396.80</i>

Standard Height of Superstructure *7.50*
" " R.Q.D. *7.50*
Deduction for complete superstructure *12.00*
Percentage covered $\frac{S_1}{L} =$ *100 %*
" " $\frac{S_1}{L} =$ *99.2 %*
" " $\frac{E}{L} =$ *99.2 %*
Percentage from Table, Line A. *99.01 %*
(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 = $12.00 \times .9901 = -11.58$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>50.00</i>	<i>1</i>		<i>50.00</i>	<i>57.0</i>	<i>57.0</i>	<i>1</i>		<i>57.0</i>
1/4 from A.P.	<i>22.25</i>	<i>4</i>		<i>89.00</i>	<i>23.0</i>	<i>23.7</i>	<i>4</i>		<i>94.8</i>
1/2 "	<i>5.50</i>	<i>2</i>		<i>11.00</i>	<i>5.6</i>	<i>5.9</i>	<i>2</i>		<i>11.8</i>
Amidships		<i>4</i>			<i>0</i>	<i>0</i>	<i>4</i>		
3/4 from F.P.	<i>11.00</i>	<i>2</i>		<i>22.00</i>	<i>9.6</i>	<i>11.32</i>	<i>2</i>		<i>22.64</i>
1/4 "	<i>14.50</i>	<i>4</i>		<i>58.00</i>	<i>45.7</i>	<i>47.4</i>	<i>4</i>		<i>189.6</i>
F.P.	<i>100.00</i>	<i>1</i>		<i>100.00</i>	<i>120.0</i>	<i>120.0</i>	<i>1</i>		<i>120.0</i>
Total				<i>180.00</i>					<i>551.04</i>

Mean actual sheer aft = *6.0000*
Mean standard sheer aft = *6.0000*
Mean actual sheer forward = *6.0000*
Mean standard sheer forward = *6.0000*
Length of enclosed superstructure forward of amidships = *165.5*
" " aft of " = *234.5*

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{101.04}{18} = \frac{15-30}{18} = -1.40$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD (corrected for Fresh Deck (if required))
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <i>26.91</i>	$\Delta =$ <i>113.20</i>	Depth Correction <i>72</i>
Summer freeboard = <i>2.90</i>	Tons per inch immersion at summer load water line	Deduction for superstructures <i>41.58</i>
Moulded draught (d) = <i>24.01</i>	T = <i>42</i>	Sheer correction <i>1.40</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.00 = 6"</i>	Deduction = $\frac{\Delta}{40 T}$ inches = <i>6.74 = 6 3/4"</i>	Round of Beam correction
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships
		Other corrections, scantlings, etc.
		Summer Freeboard = <i>34.81</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Weed, Steel, Deck

Tropical Fresh Water Line above Centre of Disc	Fresh Water Line	Tropical Line	Winter Line	Winter North Atlantic Line
<i>.323 ... 12 3/4</i>	<i>.171 ... 6 3/4</i>	<i>.152 ... 6</i>	<i>.152 ... 6</i>	<i>.152 ... 6</i>

21 JUN 1932

RECEIVED 5 DEC 1935
RECEIVED 26 JUL 1935
RECEIVED 12 JUL 1932

on top of	4-5 x 20-0	Cranny 8" BA	Corner 2 1/2 W.W.	Bearing before 3' by chab. des tref	
Bunch	4-3 x 8-9	" 16 x 46	" 2 1/2 W.W.	" 3' chab 18" Tang	2
on forecastle	10-0 x 48-0	" 19 x 48-0	" 2 1/2 W.W.	" 2 1/2	2
	4-8 x 9-9	" 30 x 50	" 2 1/2 W.W.	" 2 1/2	2
	3-6 x 5-3	" 18 x 46	" 2 1/2 W.W.	" 2 1/2	2

Have

still hinges down springs locks etc
 still hinges down handles clips etc
 Sliding steel doors ~~no handles~~ ^{capable of being securely fastened}

