

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

13 DEC 1934

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Poop bridge & foils

(Type of Superstructures.)

Ship's Name <u>"Harlesden"</u>	Nationality and Port of Registry <u>British London</u>	Official Number <u>162738</u>	Gross Tonnage <u>5283</u>	Date of Build <u>1932.7.</u>
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Port of Survey Newcastle
Date of Survey 12th Dec. 1934
Name of Surveyor P. H. Crundace
Particulars of Classification +100A.1.

Moulded Dimensions: Length 425.0 Breadth 56.0 Depth 28.75 tons
Moulded displacement at moulded draught = 85 per cent. of moulded depth
Coefficient of fineness for use with Tables .750

<p>Depth for Freeboard (D)</p> <p>Moulded depth</p> <p>Stringer plate</p> <p>Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$</p> <p>Depth for Freeboard (D) = <u>28.79</u></p>	<p>Depth correction</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = <u>+ 1.38"</u> ✓</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R =</p> <p>If restricted by superstructures</p>	<p>Round of Beam correction</p> <p>Moulded Breadth (B)</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$</p> <p>Ship's Round of Beam =</p> <p>Difference</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>Nil.</u> ✓</p>
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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					
Forecastle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure 7.50
" " R.Q.D. ✓
Deduction for complete superstructure 42.00
Percentage covered $\frac{S}{L} =$
" " $\frac{S_1}{L} =$ } 82%
" " $\frac{E}{L} =$
Percentage from Table, Line A. Timber 88.75% ✓
(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 = 42.00 × .8875 = - 37.27" ✓

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		
$\frac{2}{8}$ L "		2					2		
Amidships		4					4		
$\frac{2}{8}$ L from F.P.		2					2		
$\frac{1}{4}$ L "		4					4		
F.P.		1					1		
Total									

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ - 1.78" ✓

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 = 28.79 ✓
Summer freeboard = 3.81 ✓
Moulded draught (d) = 24.98 ✓

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.24 = 6 $\frac{1}{4}$ " ✓

Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3}$ = 8.32 = 8 $\frac{1}{4}$ " ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ 12849 ✓

Tons per inch immersion at summer load water line

$T =$ 47.57 ✓

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

= 6.76 = 6 $\frac{3}{4}$ " ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	<u>1.38</u>	-
Deduction for superstructures	-	<u>37.27</u> ✓
Sheer correction	-	<u>1.78</u> ✓
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	<u>1.38</u>	<u>39.05</u>
Summer Freeboard =	<u>45.75</u> ✓	

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

Timber Tropical Fresh Water Line above Centre of Disc	<u>17$\frac{1}{2}$"</u> ✓
" Fresh Water Line	<u>11$\frac{1}{4}$"</u> ✓
" Tropical Line	<u>19$\frac{3}{4}$"</u> ✓
" Winter Line below	<u>3$\frac{3}{4}$"</u> ✓
" Winter North Atlantic Line	<u>6$\frac{1}{4}$"</u> ✓
" Summer above	<u>4$\frac{1}{2}$"</u> ✓

Timber Tropical Fresh Water Freeboard	<u>3' - 9$\frac{3}{4}$"</u> ✓
" Fresh Water	<u>2' - 8$\frac{3}{4}$"</u> ✓
" Tropical	<u>3' - 7$\frac{3}{4}$"</u> ✓
" Winter	<u>3' - 3$\frac{1}{2}$"</u> ✓
" Winter North Atlantic	<u>4' - 6"</u> ✓
" Winter North Atlantic	<u>4' - 8$\frac{1}{2}$"</u> ✓

14 DEC 1934

W405-0302(1/2)

MARKING FORM
17 DEC 1934
RECEIVED

Particulars of Scuppers and Sanitary Discharge Pipes :—

Particulars of Side Scuttles :—

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

RETAIN

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						
Foreyard Well						
State position of each freeing port { After Well :— (F. 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.						

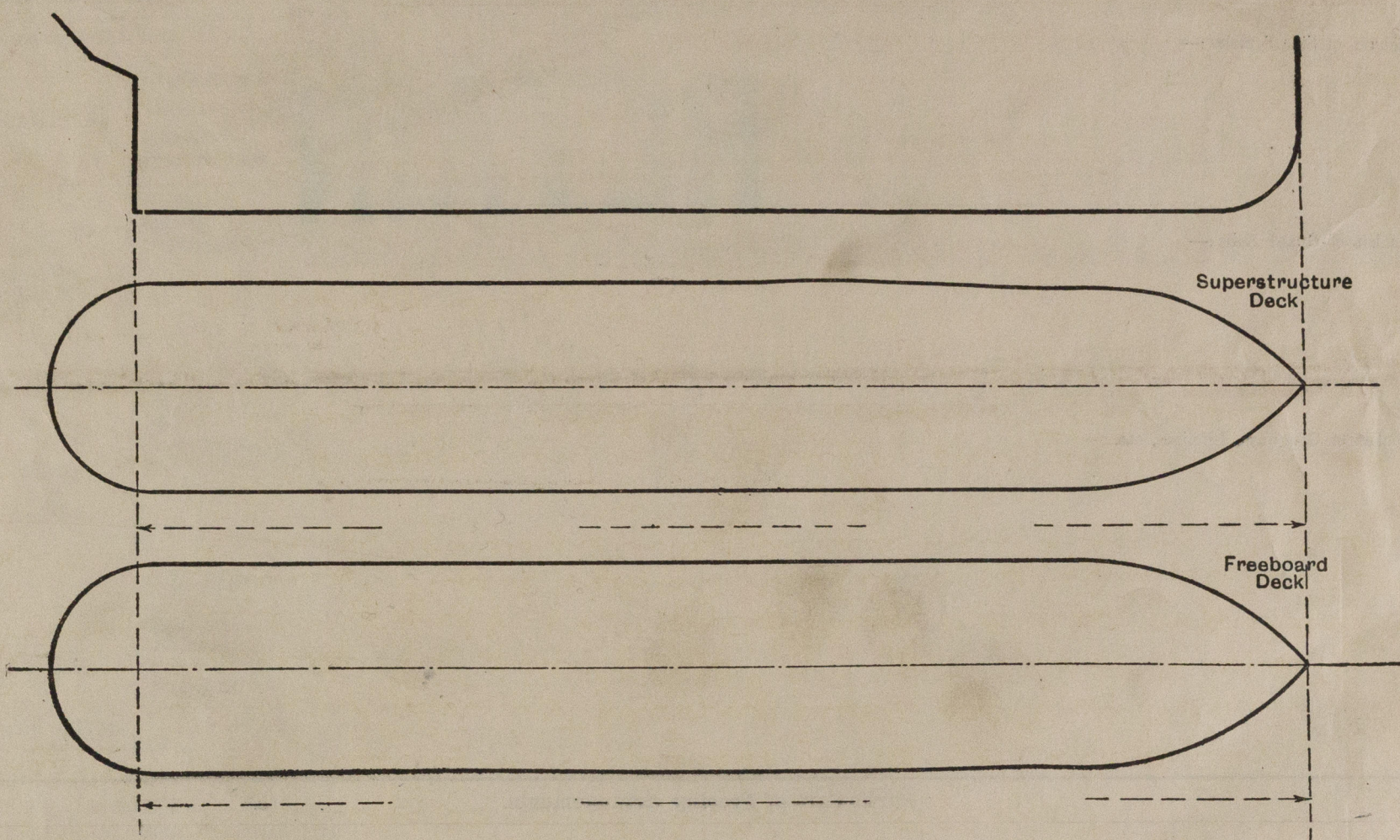
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
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 ...	
Exposed Machinery Casings on Super-structure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	

RETAIN

Harlesden.

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 shewn on the following sketches:—



State any special features in the construction of the ship:—

Timber Assignment Required

Rule 86: Poop-bridge & foils fitted. ✓

Rule 88: The centre girder in Nos 2 & 5 D.B. tanks is W.T. ✓

Rule 89: Bulwarks in wells 3'-11" high. Rail 6" x 3" B.A. ✓
Stanchions 5½" x 3" B.A. Sh. about 5'-9" apart. ✓

Rule 90: Steam steering gear is situated in the poop space (telemotor). ✓
No hand gear but relieving tackles led to poop winch. ✓

Rule 91: Eye plates are fitted spaced not more than 10' apart. ✓
while no end eye is further than 6'-6" from superstructure. ✓
bulkhead. ✓ These eyes are riveted to the stringer plate. ✓
3 channel sockets are fitted in each well. Spacing 9 to 10 feet. ✓

The assignment is requested as early as possible as the vessel will probably start loading tomorrow. ✓

OMIT

Builder's name and yard number. Hawthorn Leslie & Co. Ltd.

Names of sister ships.

Owners.

J. & C. Harrison, Ltd.

Fee £

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Received by me.

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Foundation