

Nº 100488.

$$= -40$$

## DEDUCTION FOR SUPERSTRUCTURES.

Standard Height of Superstructure ..... 7.50  
 " " R.Q.D. ....  
 Deduction for complete superstructure ..... 42.00  
 Percentage covered  $\frac{S}{L} = 55.83$   
 " "  $\frac{S_1}{L} = 53.97$   
 " "  $\frac{E}{L} = 53.97$   
 Percentage from Table, Line A. —  
 (corrected for absence of forecastle (if required)) —  
 Percentage from Table, Line B. 39.97  
 (corrected for absence of forecastle (if required)) —  
 Interpolation for bridge less than 2L (if required) —  
 Deduction =  $42.00 \times .3997 = 16.79$

SHEER CORRECTION.

Mean actual sheer aft = *Excess*  
Mean standard sheer aft =  
Mean actual sheer forward = *Excess.*  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships = .172  
" " aft of " = .122  
 $\frac{147.03}{18} (.75 - .2791) = -3.85$   
If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. —

6.6.32

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

6-2  
5-0 $\frac{1}{2}$   
5-7  
5-7 $\frac{1}{2}$   
6-8 $\frac{1}{2}$

Used's Register  
MARKING FORM  
JUL 1932

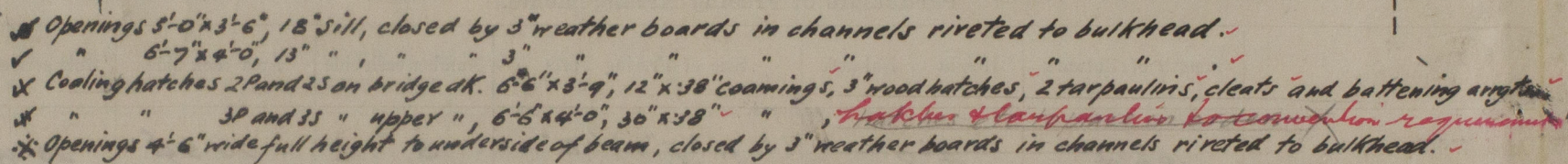


# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Upper DK.									
Bridge DK.									
Cross BUNKER.									
Description of Hatchway									
Dimensions of Hatchway									
COAMINGS									
HATCH BEAMS									
FORE AND AFTERS									
HATCH COVERS									
Spacing of Cleats									
Number of Tarpaulins									
Are wood fore and afters steel shod at all bearing surfaces?									
Are battens and wedges efficient and in good condition?									
Are tarpaulins in good condition and in accordance with rule requirements?									
Are lashings provided in accordance with rule requirements?									



Hand-drawn plan of the USS Albatross (SS-401) showing deck and hold layouts. The diagram includes labels for various compartments such as Poop Deck, Br. Deck, Accom., E. + B. Space, Cross Bunker, No. 2 Hold, No. 1 Hold, No. 3 Hold, No. 4 Hold, Deep Tank, Tunnel, Well, No. 6 A.B., No. 5 D.B., No. 4 A.B., No. 3 D.B., No. 2 D.B., No. 1 D.B., F.P., C.L., Store, Crews Accom., Fisile Deck, Up. Deck, and A.P. The ship's hull number 401 is visible on the bow.



This vessel has been examined in drydock for freeboard purposes only. ✓

Keel 2" Yin Curve.

957. med  $D = 27.69' = 27 - 8\frac{1}{2}'' = 27 - 10\frac{1}{2}''$  BK

$$\frac{12900 \times .995 \times 35}{409.75 \times 52 \times 32.58 \times .85} = .761$$

Summer mld =  $26.48' = 26' - 5\frac{3}{4}" = 26 - 7\frac{3}{4}"$  B.K. Ent  $\Delta = 12275$

Ycle enclosed = 41.9  

$$\frac{(5.0 \times 8.75) + (11.0 \times 11.0)}{23.00} = \frac{7.1}{49.0}$$

Verhang =  $53.58 - 49.08 = 4.50$

Bridge enclosed	120.6
" overhang	18.8

Builder's name and yard number. *D. & W. Henderson & Co Ld. No 478.*

Names of sister ships *Some builders No. 293.*

Owners *Messrs The Charente S.S. Co Ltd.*

Fee £ 13 : 12 : 0

Received by me