

8 AUG 1932

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker having <u>POOP, BRIDGE &amp; FORECASTLE</u>				Port of Survey <u>NEWCASTLE</u>	
(Type of Superstructures.)				Date of Survey <u>5<sup>th</sup> Aug. 1932</u>	
Ship's Name <u>KAFIRISTAN.</u>	Nationality and Port of Registry <u>BRITISH NEWCASTLE</u>	Official Number <u>148088</u>	Gross Tonnage <u>5193</u>	Date of Build <u>1924-8</u>	
Moulded Dimensions: Length <u>389.5</u> Breadth <u>53.66</u> Depth <u>31.6</u>				Name of Surveyor <u>J. Young</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>26.94</u> <u>12586</u> tons				Particulars of Classification <u>+ 100 A.1.</u>	
Coefficient of fineness for use with Tables <u>.795</u>				<u>S.S. Shl. Net-28.</u>	
Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ... .. <u>31.5</u>		(a) Where D is greater than Table depth (D - Table depth) R = <u>(31.53 - 25.96) 2.996 = +16.69</u>		Moulded Breadth (B) <u>53.66</u>	
Stringer plate ... .. <u>.03</u>		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>12.76</u>	
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam = <u>13</u>	
Depth for Freeboard (D) = <u>31.53</u>				Difference <u>.24</u>	
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.24}{4} (.535) = -.03$	

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poep enclosed ... ..	<u>33.0</u>	<u>33.00</u>	<u>8.0</u>		<u>33.0</u>
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..	<u>104.6</u>	<u>104.50</u>	<u>8.0</u>		<u>104.5</u>
" overhang aft ... ..	<u>8.6</u>	<u>4.12</u>			<u>4.12</u>
" overhang forward ... ..	<u>2.9</u>	<u>1.37</u>			<u>1.37</u>
Fore enclosed ... ..	<u>38.2</u>	<u>38.21</u>	<u>8.0</u>		<u>38.21</u>
" overhang ... ..	<u>6.0</u>				
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" forward ... ..					
Total ... ..	<u>183.96</u>	<u>181.20</u>			<u>181.20</u>

Standard Height of Superstructure	<u>7.395</u>
" " R.Q.D.	
Deduction for complete superstructure	<u>41.30</u>
Percentage covered $\frac{S}{L} =$	<u>47.23</u>
" " $\frac{S_1}{L} =$	<u>46.52</u>
" " $\frac{E}{L} =$	<u>46.52</u>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	<u>33.04</u>
Interpolation for bridge less than 2L (if required)	
Deduction =	<u>41.3 + 33.04 = -13.65</u>

## SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ... ..	<u>48.95</u>	1	<u>48.95</u>	<u>66</u>	<u>66.0</u>	1	<u>66.00</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>21.78</u>	4	<u>87.12</u>	<u>27</u>	<u>26.5</u>	4	<u>105.88</u>
$\frac{3}{4}$ L " ... ..	<u>5.38</u>	2	<u>10.76</u>	<u>7</u>	<u>6.62</u>	2	<u>13.24</u>
Amidships ... ..		4		<u>0</u>		4	
$\frac{3}{4}$ L from F.P. ... ..	<u>10.76</u>	2	<u>21.52</u>	<u>14.5</u>	<u>13.53</u>	2	<u>27.06</u>
$\frac{1}{2}$ L " ... ..	<u>43.56</u>	4	<u>174.24</u>	<u>54</u>	<u>54.12</u>	4	<u>216.48</u>
F.P. ... ..	<u>97.90</u>	1	<u>97.90</u>	<u>120</u>	<u>120.0</u>	1	<u>120.00</u>
Total ... ..			<u>440.49</u>				<u>548.66</u>

Mean actual sheer aft = Success  
Mean standard sheer aft

Mean actual sheer forward = Success  
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = .149

" " aft of " = .119

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{108.17}{18} (.75 - .2361) = -3.09$

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 = 31.53  
Summer freeboard = 6.17  
Moulded draught (d) = 25.36

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 6.3 = 6.4

Addition for Winter North Atlantic Freeboard (if required) =

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

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

## TABULAR FREEBOARD 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. ... ..

+	-
<u>16.69</u>	
	<u>13.65</u>
	<u>3.09</u>
	<u>.03</u>
<u>16.69</u>	<u>16.77</u>

Summer Freeboard = 73.94

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

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

Tropical Fresh Water Freeboard ... ..	
Fresh Water " " ... ..	
Tropical " " ... ..	
Winter " " ... ..	
Winter North Atlantic " " ... ..	

6'-2"

6'-8"



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS														
Description of Hatchway			... ..	N <sup>o</sup> 1	N <sup>o</sup> 2	N <sup>o</sup> 2 A.	N <sup>o</sup> 3	N <sup>o</sup> 4	Poop.	BUNKER HATCHES BRIDGE DK.	BUNKER HATCHES- UPPER. DK.	SADDLEBACK HATCH	Poop. DK To Store	
Dimensions of Hatchway			... ..	31'-6" x 20'-0"	33'-0" x 20'-0"	22'-0" x 20'-0"	35'-9" x 20'-0"	30'-3" x 20'-0"	12'-0" x 12'-0"	8'-0" x 3'-0"	7'-9" x 3'-0"	6'-6" x 18'-0"	2'-0" x 2'-6"	
COAMINGS	{	Height above Deck	...	46"	52"	30"	46"	42"	31"	30"	9" B.A.	3/2	20"	
		Thickness	Sides	...	.44	.44	.44	.44	.44	.44	.40	ALSO	x 3 1/2" x .40.	.40
			Ends	...	.44	.44	.44	.44	.44	.40				
		Stiffeners	...	...	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	5'-2" x 2'-0"	9" B.A.	
		Brackets, Stays	...	3 @ 1 3/4 dia	3 @ 1 3/4	✓	3 @ 1 3/4	3 @ 1 3/4	✓					
HATCH BEAMS	{	Number	...	5	6	1 BEAM	6	5	1	2 OFF AS ABOVE P & S.				
		Spacing	...	5'-3"	4'-8 1/2"	2 B.H.D. 5'-6"	5'-1 1/4"	5'-0 1/2"	6'-0"					
		Scantling and Sketch	...	7" x 15 1/2"	18" x 14"	13 1/2" x 9 1/2"	19" x 15"	18" x 14"	14" x 10"					
				.36	.34	.34	.36	.34	.34					
		Bearing Surface	...	4 x 3" x .44	4 x 3" x .44	4 x 3" x .44	4 x 3" x .44	4 x 3" x .44	4 x 3" x .44					
FORE AND AFTERS	{	Number	...											
		Spacing	...											
		Unsupported Lengths	...											
		Scantling* and Sketch	...											
		Bearing Surface	...											
HATCH COVERS	{	Material	...	W.P.						W.P.	W.P.	W.P.	W.P.	
		Thickness	...	2 1/2"		ALL	SIMILAR			2 1/2"	NONE	2 1/2"	2 1/2"	
		How fitted	...	F & A										
		Bearing Surface	...	3"						3"	3"	3"	3"	
Spacing of Cleats			...	24"	24"	24"	22"	24"	24"	27"	25"	32" x 22"	18" x 22"	
Number of Tarpaulins			...	3	3	3	3	3	3	2	NONE ✓	2	2	
*Are wood fore and afters steel shod at all bearing surfaces? ✓														
Are battens and wedges efficient and in good condition? YES.														
Are tarpaulins in good condition and in accordance with rule requirements? YES.														
Are lashings provided in accordance with rule requirements? YES.														

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle gratings protected by hinged steel covers.  
 Funnel & Vents in good condition.  
 E.R. Skylight well constructed of steel.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

None

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

Fore to F.P. Store 6" diam. 2'9" high.  
 " " Crew. 6" " 3'0" "  
 " " Hold 15" " 2'9" "  
 Hold Vents in Wells on top of Masthouses (7'6") 27" diam 2'0" high.  
 Bridge Dk to Bunkers 18" diam 2'6" high.  
 Poop DK to Hold. 22" " 2'6" "  
 " " Funnel 9" " 3'0" "

Vents are well constructed to Rule requirements. Wood Plugs & Canvas covers are on board.

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

Fore to F.P. 3" diam. 10" high to mouth.  
 Fore Well to D. Bottom Flush screw caps.  
 Bridge & Qtr Well to D.B. 3 1/2" diam 10" high.  
 Poop to D.B. 3 1/2" " 10" "

Canvas Covers

Particulars of Gangway Cargo and Coaling Ports:—

None.





Particulars of Scuppers and Sanitary Discharge Pipes:—

Scuppers from Weather decks all thro gunwale bar.  
 one scupper each side thro Upper Dk & Shell (in Bridge & Lower Dk)  
 closed inboard by plate & rubber washer.  
 Sanitary discharges all iron pipe and fitted with storm Valves.

Particulars of Side Scuttles:—

In Crow Spaces. 9" diam and fitted with hinged iron deadlights

Particulars of Guard Rails:—

Fore 3'2" high Stanchions 5'0" apart. 2 Rails  
 Poop. 3'3" " " 5'9" " 2 "  
 Fore & After Wells. Bulwarks 3'6½" high. Stays 6"x3½"x40 spaced 6'0". Rail Bar 6"x3" B.A.  
 Bridge Bulwarks 3'5" high Stays 6"x3"x40 spaced 6'0" apart Rail 6"x3" B.A.

Particulars of Gangways, Lifelines, etc.:—

*None.*  
 Lifelines have been rigged on both sides  
 of the ship from Bridge to Forecastle  
 and Bridge to Poop.

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 ... ..	109.75'	3'6½"	40½" x 16"	9	40.4	21.95
Forward Well ... ..	92.75'	3'6½"	42" x 16" 6 OFF 45" x 13" 1 OFF	7	27.9	18.55

State position of each freeing port ... .. } After Well:— 6'0", 17'0", 28'0", 41'0", 52'0", 64'0", 76'0", 88'0", 100'0".  
 (F. and A. position and height above deck edge) } Forward Well:— 5'6", 24'0", 36'0", 48'0", 60'0", 71'6", 83'0". Sills. 16"  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—  
 4 VERT. RODS ON EACH

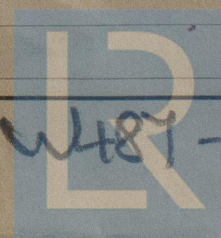
Additional area where sheer is less than standard.

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 ... ..	.40	.36	5½" x 3" B.A.	2'6"	LUGS.	3'1" x 4'7"	18"	8'0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	.30	.30	3½" x 3" x .30	3'4"	NONE	20 3'1" x 4'6" 20 2'6" x 4'6"	18"	8'0"
Bridge, Forward Bulkhead ... ..	.44	.40	9" x 3½" x .46 B.A.	2'6"	LUGS.	✓ 2'0" x 4'3"	20" WOOD 18" STEEL	8'0"
Forecastle Bulkhead ... ..	.25	.25	3½" x 3" x .34	3'10"	NONE	2'0" x 4'6"	18"	8'0"
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	.34	.30	3½" x 3" x .30	2'9"	NONE	8'6" x 4'6" 2'0" x 4'6"	18"	8'0"
Exposed Machinery Casings on Super-structure Decks ... ..	.34	.34	3½" x 3" x .30	2'9"	BKTS. TOP.	2'0" x 4'6"	18"	8'0"
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 ... ..	Steel Plates secured by hook bolts not through bulkhead
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	Hinged steel doors operated both sides Steel Plates secured by hook bolts not through bulkhead.
Bridge, Forward Bulkhead ... ..	✓ No openings.
Forecastle Bulkhead ... ..	Hinged steel doors operated both sides Hinged wood doors 1¼ inch solid.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Hinged steel doors operated both sides. (Repairs wanted)
Exposed Machinery Casings on Super-structure Decks ... ..	" " " " " "
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	



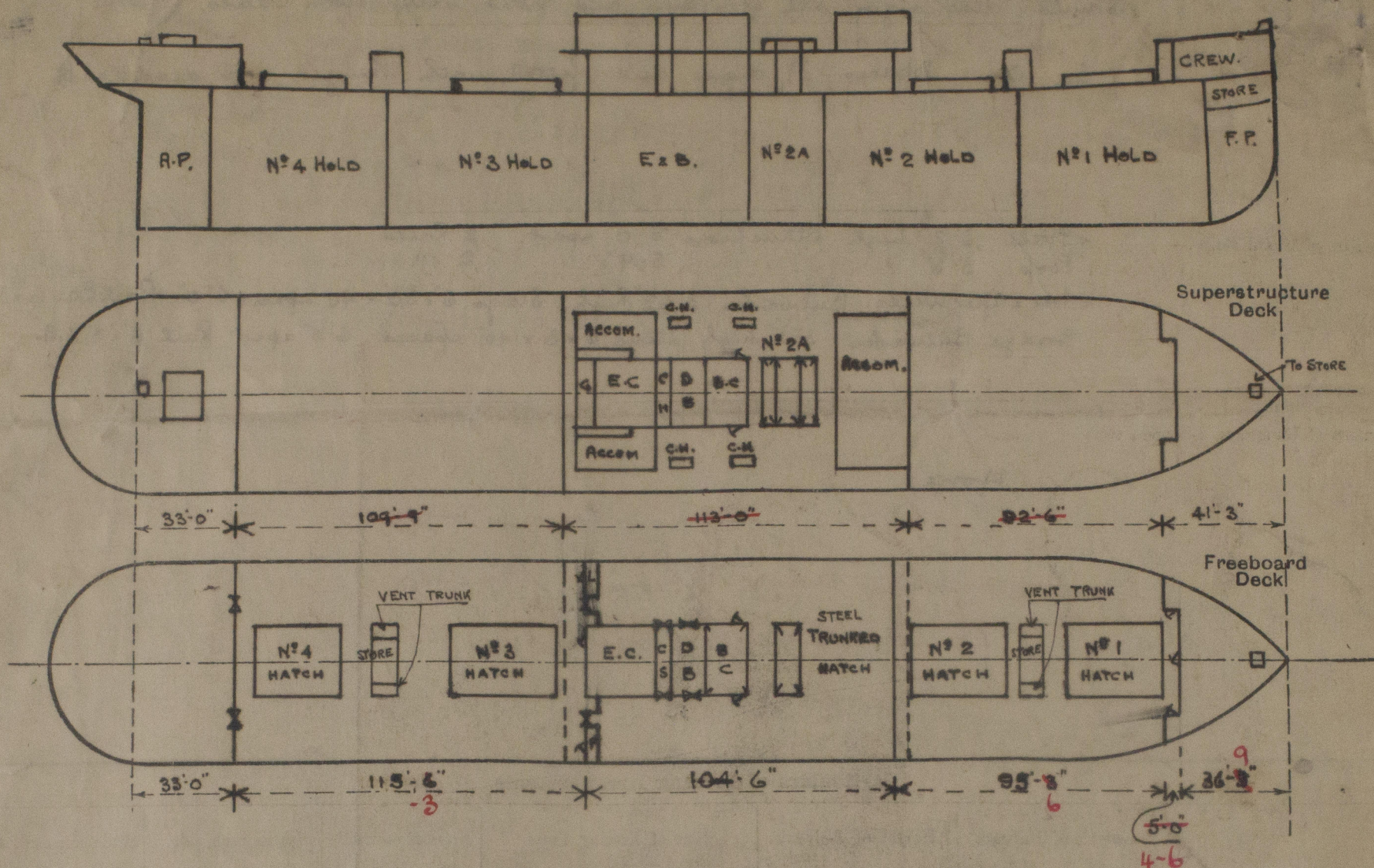
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*Kaziristan*

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:—



TIMBER ASSIGNMENT REQUIRED.

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

STEERING GEAR RODS IN WELLS. LED ALONG FREEBOARD DECK OUTSIDE HATCH STAYS WITH CHAINS UP TO POOP DECK. (NO PROTECTION)

WIRE FROM QUADRANT TO POOP WINCH FOR INDEPENDENT MEANS OF STEERING.

MACHINERY CASINGS ARE PROTECTED (SEE SKETCH)

DOUBLE BOTTOM TANKS ARE DIVIDED LONGITUDINALLY IN ENGINE ROOM ONLY.

THERE ARE NO FITTINGS FOR UPRIGHTS OR EYEPLATES, FOR LASHINGS

SIZE	POOLE DK To STORE	UPPER DK To STORE	U. DK TRIMMING HATCHES	POOP DK To STORE
	2'-10" x 1'-10"	2'-10" x 3'-0"	2'-0" x 2'-0"	2'-6" x 2'-6"
COAMING	15'	8" B.A.	9" B.A.	20"
THICK	.40			.40
COVERS	W.P. 2 1/2"	W.P. 2 1/2"	STEEL .44	W.P. 2 1/2"
B.S.	2 1/2"	2 1/2"	SECURED BY	3"
CLEATS	23"	18"	6 T.Bs.	18" x 12"
TARPS	3	2		2

DRAFT	Δ	T.P.L.
24'-0"	11179	40.16
25'-0"	11673	40.33
26'-0"	12169	
27'-0"	12666	40.50

VESSEL WAS SURVEYED AFLOAT WHEN LAID UP.

Builder's name and yard number: SHORT BROS. LTD SUNDERLAND.

Names of sister ships: SELVISTAN, WAZIRISTAN.

Owners: HINDUSTAN STEAM SHIPPING CO. LTD (COMMON BROS.)

Fee £ 13 : 12 : 0 - Received by me



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