

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **21525**
(For London Office only.)

-7 NOV 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having **SHADE DECK**

(Type of Superstructures.)

Ship's Name **S.S. ELEPHANTA** Nationality and Port of Official Number **BRITISH GLASGOW 29562** Gross Tonnage **5292** Date of Build **1911-5**

Moulded Dimensions: Length **399.66** Breadth **52.25** Depth **28**

Moulded displacement at moulded draught = 85 per cent. of moulded depth

Coefficient of fineness for use with Tables

Port of Survey **CALCUTTA**

Date of Survey **28.9.32**

Name of Surveyor **D. F. B. K.**

Particulars of Classification **+100 A.1.**
S.S. Cal. No. 3-10.27
S.S. Cal. No. 1-31 **SHADE DECK**

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth	(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 =
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L_1} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure
" overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						" " $\frac{S_1}{L} =$
" overhang aft						" " $\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A.
Fore enclosed						(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction =
" forward						
Total						

During design 1905
Assignment

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.		1					1			Mean actual sheer aft =
$\frac{1}{4}L$ from A.P.		4					4			Mean actual sheer forward =
$\frac{2}{4}L$ "		2					2			Mean standard sheer forward =
Amidships		4					4			Length of enclosed superstructure forward of amidships =
$\frac{3}{4}L$ from F.P.		2					2			" " aft of " =
$\frac{1}{4}L$ "		4					4			
F.P.		1					1			
Total										

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

If limited on account of midship superstructure.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = Ft.

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) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$$\Delta =$$

Tons per inch immersion at summer load water line

$$T =$$

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

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.		

Summer Freeboard =

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 " "

Part:

QDE

香

Particulars of Flush Bunker Scuttles:—

- 7/2 -

Particulars of Companionways:—

One steel companionway forward of No. 1 Hatchway on Shade deck fitted with single T.W. doors	2'-9" x 5'-0"
One " " " " " " " " " " " "	2'-9" x 5'-0"
One " " " " " " " " " " " "	5'-3" x 6'-6"

(Corresponding companionways on upper decks leading to main deck).

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—
12", 16" & 26" inch diameter ventilators 16 holds = tweens - Coamings 2'-9" on Shade Deck
fitted with wooden plugs canvas covers - ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :-
 $3\frac{1}{2}$ " inch diameter Swan-neck W.L. pipes - 3'-9" high fitted in way of bulwarks on upper deck -
 (wooden plugs supplied for closing purposes) ✓

Particulars of Gangway Cargo and Coaling Ports :-

One cargo door on upper deck $3'-6'' \times 5'-6''$ (on each side of vessel) secured by strongbacks ✓
Two coaling ports " " $2'-0'' \times 2'-0''$ (" " " ") "✓
One cargo door on each side of main deck in Nos 1 & 2 holds $2'-10'' \times 2'-10''$ secured by strongbacks.

Particulars of Scuppers and Sanitary Discharge Pipes:—

4" inch diameter scuppers fitted with storm valves on upper deck - steel plates supplied for closing purposes
 All sanitary discharges fitted with storm valves -

Particulars of Side Scuttles:—

18" inch diameter side scuttles fitted with hinged C.I. covers -

Particulars of Guard Rails:—

4 bar guard rails on shade deck - 3'9" high.

Particulars of Gangways, Lifelines, etc.:—

Lifelines can be rigged for safety of crew -

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 ...	^{30' 5"} 66'-6"	8'-0"	3'-0" x 1'-6"	2.	9. /	^{9.55} 13. /
Forward Well ...	^{30' 6"} 85'-6"	8'-0"	3'-0" x 1'-6"	2.	9. /	^{9.55} 17. /
State position of each freeing port ... After Well: POOP 19' 44' 9" 4' 9" BRIDGE (F. and A. position and height above deck edge) Forward Well: F.CLE 36' 9" 19' 3" 3' 6" BRIDGE 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. Fitted with double bars and flap - 15" inches above deck.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

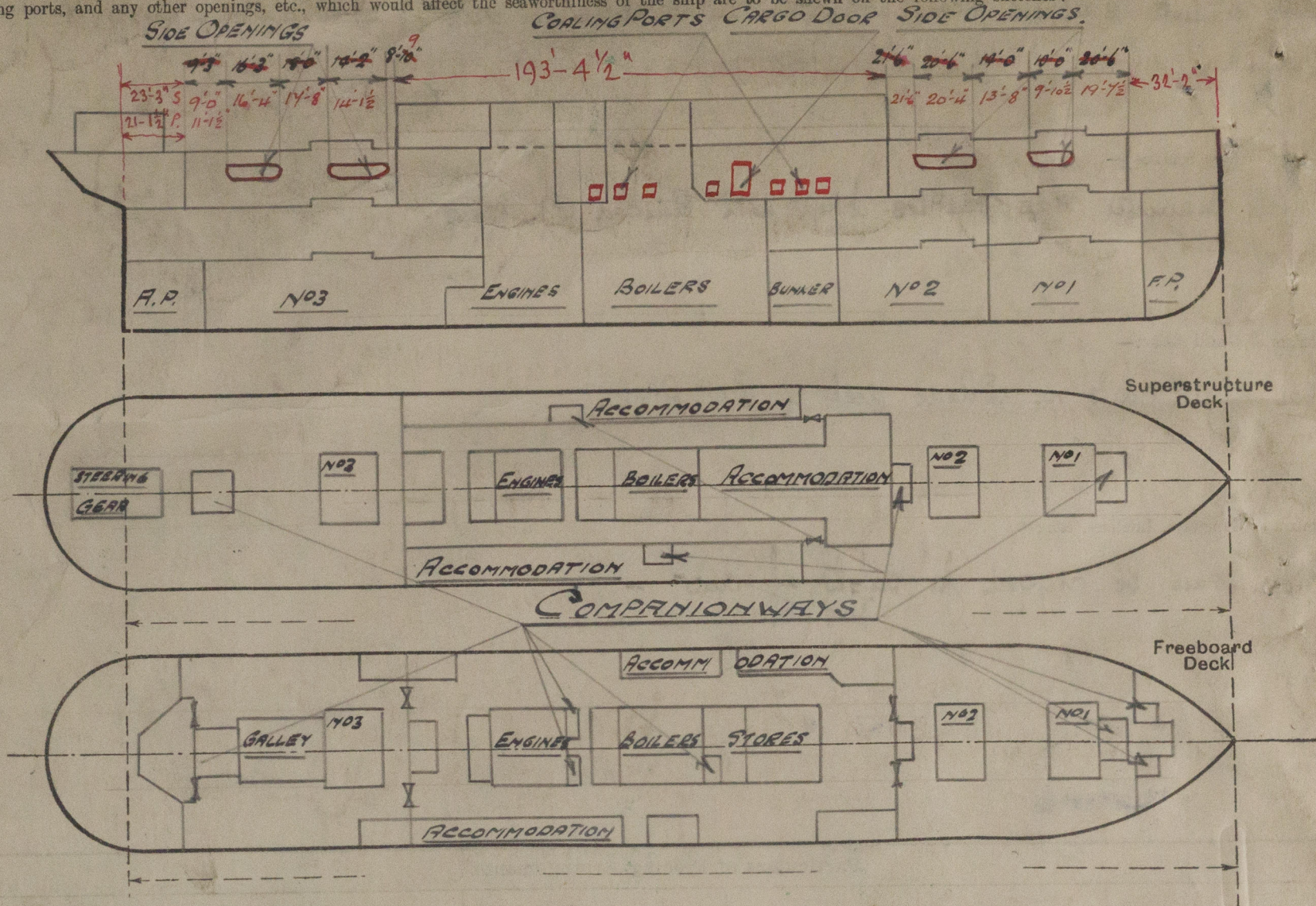
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	3 x 3 x 3/8	1/4	Flanged plates	33"	/	6'-2" x 6'-9"	NIL	8'-0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	3 x 3 x 3/8	1/4	Flanged plates	30"	/	7'-6" x 4'-0"	NIL	8'-0"
Bridge, Forward Bulkhead ...	- do -	5/16	- do -	33"	/	6'-0" x 4'-0"	NIL	8'-0"
Forecastle Bulkhead ...	- do -	1/4	-	open forecastle			NIL	8'-0"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ...	Enclosed by steel deckhouse							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	10" x 1/16	3/8	3 1/2 x 3 1/2 x 3/8	29"	/	6'-0" x 2'-0"	10	8'-0"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	3" storm boards in channels full height - "T" stiffener at mid width -
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	3" storm boards in channels full height - } no 2 Br from forward } no 3 Br from forward } no 4 Br from forward } Bridge, Forward Bulkhead ... } open } open } open }
Forecastle Bulkhead ...	Open forecastle - no closing appliances -
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 ...	2" R. casing enclosed in superstructure - hinged steel entrance doors to superstructure on upper deck secured by hinged steel plates - wood skylight hand operated.
Deckhouses on Flush Deck Ships ...	

Elephanta

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:—



Freeboard deck is sheathed.

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

Particulars taken when vessel was in drydock for condition survey -
S.M.T.

Builder's name and yard number

Names of sister ships

Owner

Fee £

Received by me

British India Steam Navigation Co.
6/10
S.M.T.



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