

Rpt. C.R.

## Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

13 JAN 1933

Nationality Dutch Port of Registry Rotterdam 26/2/35

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having Poop, Bridge & Forecastle

(Type of Superstructures.)

Ship's Name HANNAH Nationality and Port of Official Number British Registry Middlesbrough 128827 Gross Tonnage 3697 Date of Build 1913

Moulded Dimensions: Length 350'0" Breadth 49'79" Depth 26'05"  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 8859 tons  
Coefficient of fineness for use with Tables 803

Port of Survey Newcastle-on-Tyne  
Date of Survey 11th January 1933  
Name of Surveyor Alex. E. Stevenson  
Particulars of Classification +100A1  
S.S. S.H.L. No 3-6, 28  
S.S. S.H.L. No. 1-30

**Depth for Freeboard (D)**  
Moulded depth ... 26'05"  
Stringer plate ... 04  
Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$   
Depth for Freeboard (D) = 26'09"

**Depth correction**  
(a) Where D is greater than Table depth  
(D - Table depth) R = 7'43"  
(b) Where D is less than Table depth (if allowed)  
(Table depth - D) R =  
If restricted by superstructures

**Round of Beam correction**  
Moulded Breadth (B) 49'79"  
Standard Round of Beam =  $\frac{B \times 12}{50} = \frac{11'95"}{50} = \frac{15"}{50}$   
Ship's Round of Beam = 3'05"  
Difference excess  
Restricted to 3'023  
Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{3'05}{4} \left( 1 - \frac{69'44}{350} \right) = -23$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>43'67"</u>	<u>43'67"</u>	<u>7'6"</u>		<u>43'67"</u>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...	<u>162'54" side</u>				
Bridge enclosed ...	<u>166'66" centre</u>	<u>165'28"</u>	<u>7'6"</u>		<u>165'28"</u>
" overhang aft ...	<u>165'28"</u>				
" overhang forward ...					
F'cle enclosed ...	<u>35'5"</u>	<u>35'25"</u>	<u>7'6" + 3" wood dk.</u>		<u>35'25"</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<u>244'45"</u>	<u>244'20"</u>			<u>244'20"</u>

Standard Height of Superstructure 7'00"  
" " R.Q.D. 5'333"  
Deduction for complete superstructure 38'67"  
Percentage covered  $\frac{S}{L} = \frac{69'84}{350} = 19.95\%$   
" "  $\frac{S_1}{L} = \frac{69'77}{350} = 19.94\%$   
" "  $\frac{E}{L} = \frac{69'44}{350} = 19.84\%$   
Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. 62'61"  
(corrected for absence of forecastle (if required))  
Interpolation for bridge less than 2L (if required)  
Deduction = 38'67" × 62'61" = 24'21"

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>45'00"</u>	1		<u>45'00"</u>	<u>60"</u>	<u>60'00"</u>	1		<u>60'00"</u>
1/4 L from A.P. ...	<u>20'02"</u>	4		<u>80'08"</u>	<u>26"</u>	<u>26'07"</u>	4		<u>104'28"</u>
1/2 L " ...	<u>4'95"</u>	2		<u>9'90"</u>	<u>6'5"</u>	<u>6'50"</u>	2		<u>13'00"</u>
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	<u>9'90"</u>	2		<u>19'80"</u>	<u>13"</u>	<u>13'06"</u>	2		<u>26'00"</u>
1/4 L " ...	<u>40'04"</u>	4		<u>160'16"</u>	<u>52"</u>	<u>52'14"</u>	4		<u>208'56"</u>
F.P. ...	<u>90'00"</u>	1		<u>90'00"</u>	<u>120"</u>	<u>120'00"</u>	1		<u>120'00"</u>
Total ...				<u>404'94"</u>					<u>531'84"</u>

Mean actual sheer aft = excess  
Mean standard sheer aft = excess  
Mean actual sheer forward = excess  
Mean standard sheer forward = excess  
Length of enclosed superstructure forward of amidships = > 1L  
" " aft of " = > 1L

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) = \frac{404'94 - 531'84}{18} \left( 75 - \frac{3492}{350} \right) = -2'83$   
If limited on account of midship superstructure.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 26'09"  
Summer freeboard = 3'48"  
Moulded draught (d) = 22'61"

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 5'65" = 5'4"

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 ... 7'43"  
Deduction for superstructures ... 24'21"  
Sheer correction ... 2'83"  
Round of Beam correction ... 23"  
Correction for Thickness of Deck amidships ...  
Other corrections, scantlings, etc. ...

56'50"  
61'61"

	+	-
Depth Correction	<u>7'43"</u>	
Deduction for superstructures		<u>24'21"</u>
Sheer correction		<u>2'83"</u>
Round of Beam correction		<u>23"</u>
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
Summer Freeboard	<u>41'77"</u>	<u>19'84"</u>

## 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 " " ...

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Lloyd's Register Foundation



Hannah

Particulars of fiddley, funnel and ventilator coamings:—

Fedby gralings protected by hinged steel covers.  
Funnel & fedby ventilators in efficient condition.  
Engine skylight of steel, strongly constructed.

name \_\_\_\_\_

Particulars of Ventilators in exposed position on roof	Area of roof	Area of ventilator	Area of roof	Area of ventilator
File dls	1 off 6" dia. room	14" x 25" L-shaped	Flat dls off wall	2 off 15" dia. room 36" x 32" L-shaped
	1 " 15" "	36" x 32" L-shaped	" " "	1 " 9" " 36" x 30" L-shaped
Flat dls from well	2 " 15" "	36" x 32" "		
Bridge dls	2 " 15" "	36" x 32" "		
"	2 " 12" "	36" x 25" "		
"	2 " 6" "	36" x 28" "		

*wood plugs & Casuar cones*  
*and closing appliances*

air pipes are flush deck type, with screw down metal caps

nine

From P'd 1 to P.B. discharging thro. P'd side with storm valve ✓

in Poop & Forecastle with hinged deadlights. ✓

Steel bulwarks on Foreboard deck in wells 4'0" high, efficiently constructed & supported.  
Guard rails in Prop, Bridge & Ele. 5'4" high, having 3 rods & stanchions spaced 4'0" apart.

4. Lifelines, etc. :-

**RETAIN**

~~None~~ ✓

Quintable provision made for zigzag lifelines  
in forward & after wells port & starboard sides

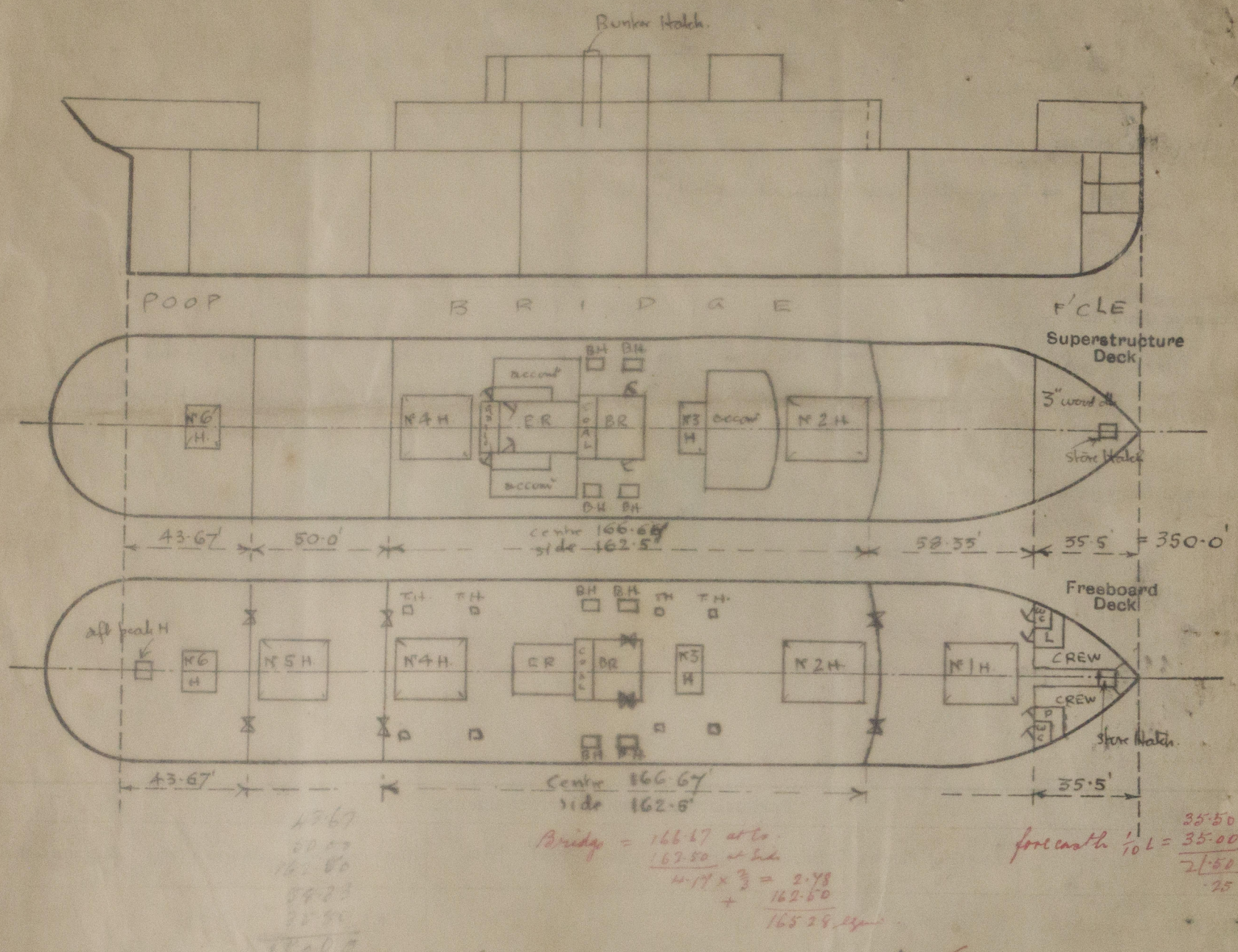
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Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	40"	36"	6 x 3 1/2 x 40"	30"	—	4'-6" x 3'-0" (2)	18"	7'-6"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	—	30"	4 x 3 1/2 x 38"	36"	—	4'-6" x 3'-6" (2)	18"	7'-6"
Bridge, Forward Bulkhead ... ..	40"	40"	8 x 3 1/2 BA by	29"	Bolt, top of plating	4'-6" x 2'-3" (2)	21"	7'-6"
Forecastle Bulkhead ... ..	—	26"	5 x 3 x 30"	27"	—	4'-9" x 2'-0" (4)	18"	7'-6"
Trunk, Aft ... ..						center 4'-6" wide open alleyway		
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...						BR 4'-6" x 2'-0" (2)	18"	
Exposed Machinery Casings on Super-structure Decks ... ..	30"	26"	4" x 3 x 40"	44"	—	ER inside ally outside ally 4'-6" x 2'-0" (2) 4'-9" x 1'-11" (2)	18"	7'-6"
Machinery Casings within Superstructures not fitted with Glass I Closing Appliances ... ..	35"	30"	4 x 3 x 40"	44"	—	BR 2'-0" x 1'-6" (2)	21"	7'-6"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from outside)	
Poop Bulkhead ... ..	2 1/2" weather boards in full height nested channels & portable steel plates on outside, bolted to weather boards.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	2 1/2" weather boards in full height nested channels & portable steel plates on outside, bolted to weather boards.
Bridge, Forward Bulkhead ... ..	Portable Steel Plates, secured by bolts passing through bulkhead plating spaced 4 1/2' apart.
Forecastle Bulkhead ... ..	Hinged steel doors, <del>chain</del> <del>appliance not in order.</del>
Exposed Machinery Casings on Fore-board or Raised Quarter Decks ...	B.R. Hinged Steel doors, secured both sides.
Exposed Machinery Casings on Super-structure Decks ... ..	ER in alleyway structure, 1 1/2" x 2" solid wood hinged doors, <del>secured</del> <del>appliance</del> <del>to weather</del>
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	Portable Steel Plates secured by 4 bolts.
Deckhouses on Flush Deck Ships ...	



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:—



State any special features in the construction of the ship:— Timber assignment not required. ✓

This vessel has been sold. The new owners are as below. -  
It is stated that the vessels name will remain as at present. -  
The new port of Registry is COLON. -

22 feet Draft, Displacement 8789 Tons, Tons/inch 35.92  
23 " " " 9220 " " " 36.04

Builder's name and yard number Tyne I. S. B. Co Ltd.

Names of sister ships

Owners

N.V. Stoomschip "HANNAH" (F.W.O. Hantelberg)

Fee £ 11 : 18 : 9.

Received by me