

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **21352**
(For London Office only.)

10 OCT 1932

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

(Type of Superstructures.)

Date of Survey **11. 9. 32.**

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

B.S. FRANKOLA**BRITISH - GLASGOW****129533****4129****1911-1**

Name of Surveyor

D. RobertsMoulded Dimensions: Length **389.5**Breadth **49.9**Depth **24.6**

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

tons

Coefficient of fineness for use with Tables

Particulars of Classification **+100 A.1.****S.S. Cal. No. 3-1428**

Depth for Freeboard (D)

Moulded depth ...

Ringer plate ...

Leathering on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) =

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =(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)

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} =$$

$$\text{Ship's Round of Beam} =$$

Difference

Restricted to

$$\text{Correction} = \frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Peep enclosed ...					
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
Fore enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...					

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure

$$\text{Percentage covered} \frac{S}{L} =$$

$$\frac{S_1}{L} =$$

$$\frac{E}{L} =$$

Percentage from Table, Line A.

(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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
P. ...		1				1	
„ from A.P. ...		4				4	
„ „ ...		2				2	
amidships ...		4				4	
„ from F.P. ...		2				2	
„ „ ...		4				4	
P. ...		1				1	
Total ...							

Mean actual sheer aft =
Mean standard sheer aft =Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

„ „ aft of „ =

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

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.

Ft.

Depth to Freeboard Deck =

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 =

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

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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WS32-0037-12

Aran Kola

Particulars of fiddle, funnel and ventilator coamings:—

Dontle funnel casing - fiddle tops fitted with gratings & ringed steel storm covers - ringed steel fins
16 fiddle in casing on upper deck -
4 - 3'-9" diameter bulkheads 16 stakehold - coaming 8'-0" high.
6 - 2'-0" " " " E.R. - " 2'-0" "

- 11 - ✓

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

12" & 24" inch diameter ventilators to hold screens - Coamings 3'-0" high fitted with wooden plugs & canvas covers -

Particulars of Gangway Cargo and Coaling Ports:—

One cargo door on each side of vessel on upper deck	5'-8" x 3'-4"	Secured by Ringed Lugs.
Two coaling ports " " " " " " " "	2'-3" x 2'-3"	" 8 lugs each.

Particulars of Scuppers and Sanitary Discharge Pipes :-

6" diameter Scuppers in waterways of upper deck -	fitted with storm valves -
All sanitary discharges -	fitted with storm valves -

13" inch diameter side scuttles fitted with hinged c.l. covers.

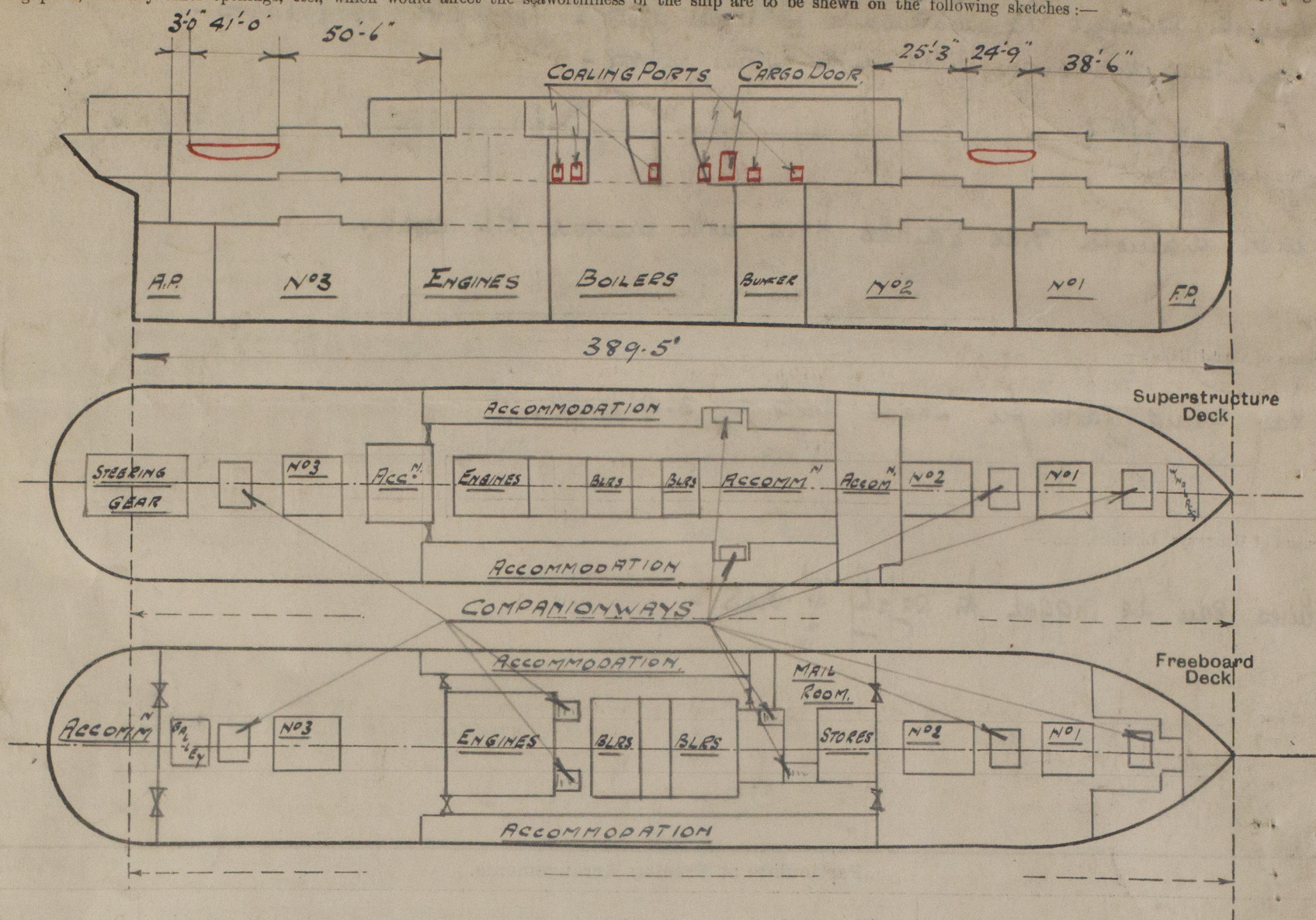
5 toe guard rails on Shade deck - 3'9" high.

LifeLines can be rigged for safety of crew -

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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:—



The freeboard deck is sheathed—

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

Particulars were taken when vessel was in dock for condition survey—

Builder's name and yard number:—

Names of sister ships:—

Owners:—

British India Steam Navigation Co.

Fee:—

Rs 575/-

Received by me:—

[Signature]



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