

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **24854**
(For London Office only.)

-3 NOV 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker.

having *Forecastle & Bridge on shelter deck.*

(Type of Superstructures.)

Ship's Name *"GLENAMOI"* Nationality and Port of Registry *British Glasgow* Official Number *137826* Gross Tonnage *7269* Date of Build *1916*

Moulded Dimensions: Length *434.75* Breadth *55.00* Depth *38.13* (shelter deck.)

Moulded displacement at moulded draught = 85 per cent. of moulded depth *14285* tons

Coefficient of fineness for use with Tables *.782*

Port of Survey *Hamburg*

Date of Survey *29th October 1932*

Name of Surveyor *Friedrich Ohlgen*

Particulars of Classification *+100 A1*
Shelter deck with freeboard.
SS. for. No. 3-6-28

Depth for Freeboard (D)

Moulded depth *38.08*

Stringer plate *.48*

Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$ *.05*

Depth for Freeboard (D) = *38.13*

Depth correction

(a) Where D is greater than Table depth (D-Table depth) R = *(38.13 - 28.98) 3 = + 27.45*

(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) *55.00*

Standard Round of Beam = $\frac{B \times 12}{50} =$ *13.20*

Ship's Round of Beam = *12.2*

Difference *1.20* *deficient*

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ *\frac{1.20^2}{4} \times .5319 = +.16*

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<i>159.00</i>	<i>159.00</i>	<i>7' 11 1/2"</i>		<i>159.00</i>
" overhang aft	<i>2.25</i>	<i>1.69</i>	<i>7' 11 1/2"</i>		<i>1.69</i>
" overhang forward					
Fore enclosed <i>44.60</i>	<i>44.60</i>	<i>40.60</i>	<i>7' 11"</i>		<i>40.60</i>
" overhang	<i>2.73</i>	<i>2.21</i>			<i>2.21</i>
Trunk aft					
" forward					
Tonnage opening aft					
" forward	<i>204.58</i>				
Total	<i>434.75</i>	<i>203.50</i>			<i>203.50</i>

Standard Height of Superstructure *4.5'*

" " R.Q.D.

Deduction for complete superstructure *42.00*

Percentage covered $\frac{S}{L} =$ *44.06*

" " $\frac{S_1}{L} =$ *46.81*

" " $\frac{E}{L} =$ *46.81*

Percentage from Table, Line A. (corrected for absence of forecastle (if required))

Percentage from Table, Line B. *33.29* (corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = *42 x .3329 = - 13.98*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>53.24</i>	1		<i>53.24</i>	<i>35 3/4"</i>	<i>35.75</i>	1		<i>35.75</i>
1/4 L from A.P.	<i>23.49</i>	4		<i>93.96</i>	<i>12 1/2"</i>	<i>12.50</i>	4		<i>50.00</i>
1/2 L "	<i>5.88</i>	2		<i>11.76</i>	<i>1 3/4"</i>	<i>1.75</i>	2		<i>3.50</i>
Amidships		4			0		4		
3/4 L from F.P.	<i>11.46</i>	2		<i>22.92</i>	<i>10 1/2"</i>	<i>10.50</i>	2		<i>21.00</i>
1/4 L "	<i>44.60</i>	4		<i>178.40</i>	<i>34 3/4"</i>	<i>34.75</i>	4		<i>139.00</i>
F.P.	<i>106.95</i>	1		<i>106.95</i>	<i>94 3/4"</i>	<i>94.75</i>	1		<i>94.75</i>
Total				<i>481.26</i>					<i>344.00</i>

Mean actual sheer aft = *deficient*

Mean standard sheer aft = *deficient*

Mean actual sheer forward = *deficient*

Mean standard sheer forward = *deficient*

Length of enclosed superstructure forward of amidships = *2.10*

" " aft of " = *2.10*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *\frac{137.26}{18} \left(.75 - \frac{2353}{2353} \right) = + 3.92*

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *38.13*

Summer freeboard = *9.02*

Moulded draught (d) = *29.11*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *7.27* *7 1/4"*

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 = $\frac{\Delta}{40 T}$ inches*1/2" per 100*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

*782 + 68**1.36**1.462**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**1.36**82.34**88.54**g. m. m.*
*4-11-32*Summer Freeboard = *108.25*

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

Tropical Fresh Water Line above Centre of Disc ... *14 3/4"*

Fresh Water Line " " ... *4 1/2"*

Tropical Line " " ... *4 1/2"*

Winter Line below " " ... *4 1/2"*

Winter North Atlantic Line " " ... *4 1/2"*

Tropical Fresh Water Freeboard ... *4' 9 1/2"*

Fresh Water " " ... *8' 4 3/4"*

Tropical " " ... *8' 5"*

Winter " " ... *9' 4 1/2"*

Winter North Atlantic " " ... *9' 4 1/2"*

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
IN BRIDGE SPACE									
Description of Hatchway	Nos.	Nos.	Nos.	HATCHWAY TO STORES DEPT.	No. 5.	No. 6.			
Dimensions of Hatchway	4' 6" x 9'	2' 5" x 8'	3' x 7'	7' 0" x 35"	4' 3 1/2" x 18'	4' 0 1/2" x 18'			
COAMINGS	Height above Deck	30"	30"	30"	30"	30"			
	Thickness	75	75	75	75	75			
	Stiffeners	2 1/2" x 3" x 30" ON PORT SIDE	2 1/2" x 3" x 30" ON PORT SIDE	2 1/2" x 3" x 30" ON PORT SIDE	2 1/2" x 3" x 30" ON PORT SIDE	2 1/2" x 3" x 30" ON PORT SIDE			
	Brackets, Stays	NONE	NONE	NONE	NONE	NONE			
HATCH BEAMS	Number	12, 16	32, 26	32, 36	32, 26	12, 16			
	Spacing	4' 1 1/2"	4' 1 1/2"	4' 1 1/2"	4' 1 1/2"	4' 1 1/2"			
	Scantling and Sketch	4" x 3" x 40"	4" x 3" x 40"	4" x 3" x 40"	4" x 3" x 40"	4" x 3" x 40"			
	Bearing Surface	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"			
FORE AND AFTERS	Number	Capitol bearings with bolts with knurled looking	NONE	NONE	NONE	NONE			
	Spacing	NONE	NONE	NONE	NONE	NONE			
	Unsupp'd Lengths	NONE	NONE	NONE	NONE	NONE			
	Scantling and Sketch	NONE	NONE	NONE	NONE	NONE			
HATCH COVERS	Material	PINE	PINE	PINE	PINE	PINE			
	Thickness	3"	3"	3"	3"	3"			
	How fitted	FORE & AFT	FORE & AFT	FORE & AFT	FORE & AFT	FORE & AFT			
	Bearing Surface	3"	3"	3"	3"	3"			
Spacing of Cleats	4"	4"	4"	4"	4"	4"			
Number of Tarpaulins	4	4	4	4	4	4			

Particulars of fiddle, funnel and ventilator coamings:— Fiddle top in height with deck house on bridge deck. No openings. Funnel and ventilator coamings efficiently riveted to fiddle top plating.

Particulars of Flush Bunker Scuttles:— None.

Particulars of Companionways:— Escape trunk to funnel on shelter deck aft. (See page 3).

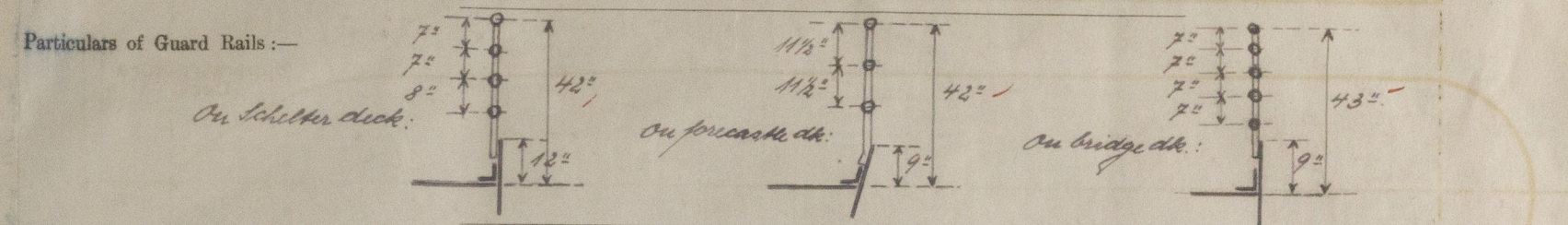
Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— All ventilator coamings are fitted with wooden plugs & canvas covers. Fore castle: Two strong derrick posts of 16" diam. 1 ventilator 18" diam. coaming 35" x 40". 13" x 34" x 36". 9" x 34" x 36". Shelter deck fore: 4 ventilators 22" diam. coaming 35" x 40". 16" x 30" x 40" above fore castle & efficiently backed to fore deck. Bridge deck: 4 strong derrick posts of 24" x 16" diam. 3 ventilators of 22" diam. coaming 35" x 40". 14" x 34" x 36". 9" x 34" x 36". Shelter deck aft: 4 strong derrick posts of 16" diam. 4 ventilators 22" diam. coaming 35" x 40". 16" x 30" x 40" above shelter deck & efficiently backed to fore deck. Ventilators are efficiently stayed to the escape trunk & deck house.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— All air pipes to double bottom tanks on shelter and bridge deck are of 4" diam. and 30" above deck, fitted with non return valves. All fitting pipes on shelter & bridge deck are of 3" diam. and 30" above deck, fitted with screwed caps. One air pipe of 1 1/2" diam. and one fitting pipe of 3" diam. 26" above deck fitted to the after peak, also fitted with screwed caps.

Particulars of Gangway Cargo and Coaling Ports:— None.

Particulars of Scuppers and Sanitary Discharge Pipes:— On shelter deck forward three Collinsons scuppers 3 x 5 1/2" each side. On shelter deck aft four Collinsons scuppers 3 x 5 1/2" each side. In bridge space 3 Collinsons scuppers 3 x 5 1/2" each side. All sanitary discharge pipes in way of crew spaces forward and accommodations amidships fitted with storm valves. Openings through shell 4 1/2" below shelter deck.

Particulars of Side Scuttles:— One side scuttle each side in upper fore peak store 13" diam. and 13" below freeboard deck, fitted with deadlights permanently attached. Side scuttles in bridge spaces 12" diam. and 12" below bridge deck, fitted with deadlights permanently attached.



Particulars of Gangways, Lifelines, etc.:— No gangways fitted. Lifelines for crew berthed in the fore castle are fitted on both sides, extending from the bridge front bulkhead to the fore castle.

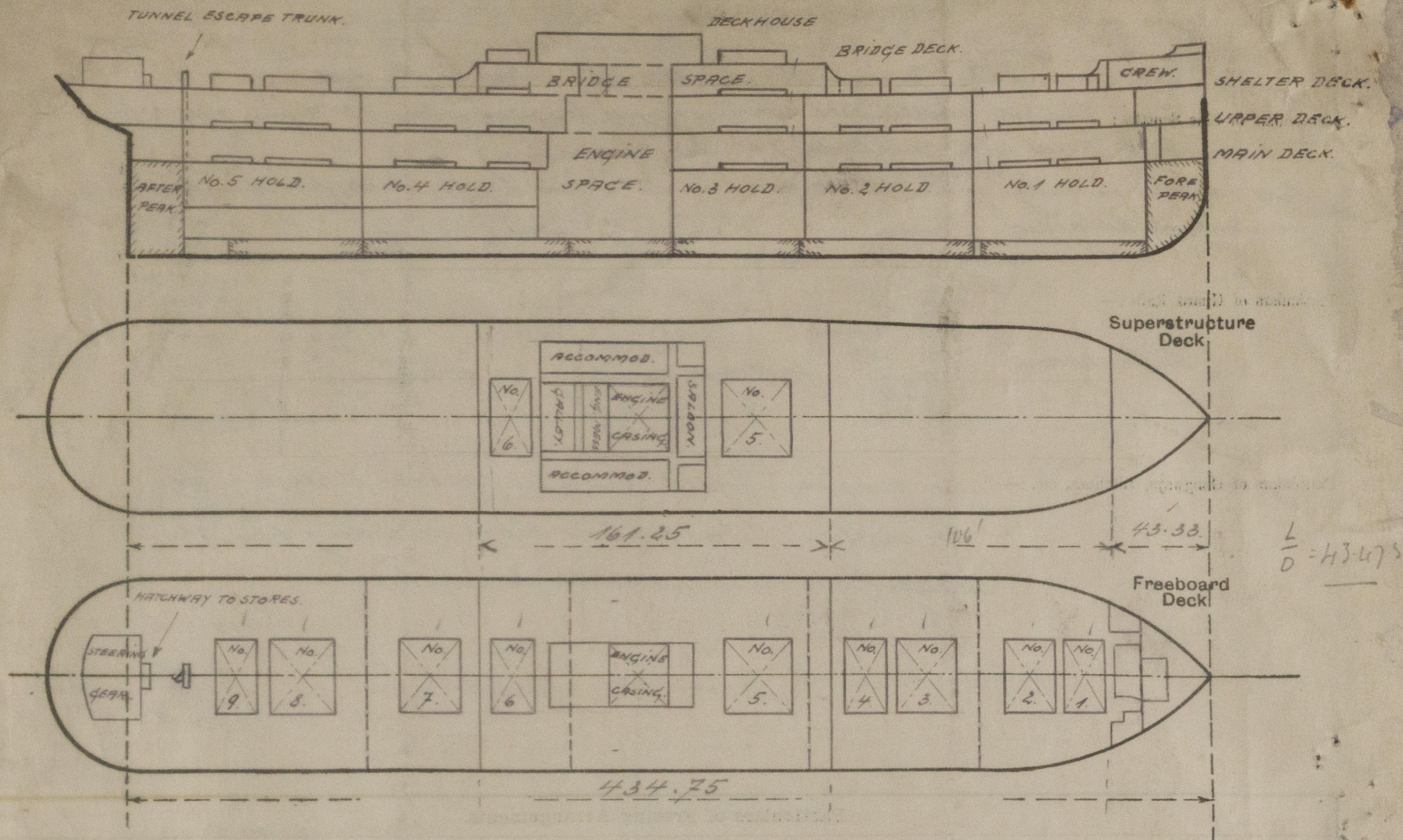
Provision made for rigging lifelines

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		<i>Open rail forward & aft.</i>				
Forward Well						
State position of each freeing port { After Well :— (F. and A. position and height above deck edge) { Forward Well :— 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.						

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								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	32"	30"	8" x 3 1/2" x 50"	30"	ANGLES 9" x 3 1/2" x 40"	32" x 56" x 2' 0"	18"	7' 11 1/2"
Bridge, Forward Bulkhead	44"	40"	8" x 3 1/2" x 64"	31" - 27"	BRACKETS 42" x 15" x 50"	24" x 7' 0" x 3' 0"	16"	7' 11 1/2"
Forecastle Bulkhead	28"	28"	3 1/2" x 3" x 30"	24"	NONE	82" x 6" x 2' 3"	12"	7' 11"
Trunk, Aft (TUNNEL ESCAPE)	40"	40"	3 1/2" x 3 1/2" x 40"	28"	NONE	ONE 37" x 24"	10"	4' 7"
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	40"	30"	3 1/2" x 2 1/2" x 36"	26"	NONE	ONE 5' 9" x 3' 0"	15"	7' 11 1/2"
Deckhouses on Flush Deck Ships								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	Three hinged steel doors fitted with locks. 2 tonnage openings with 2 1/2" stormboards in channels for full height.
Bridge, Forward Bulkhead	None.
Forecastle Bulkhead	One hinged steel door in front bulkhead and 2 hinged steel wood doors to crew spaces.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	One hinged steel door fitted with lock.
TUNNEL ESCAPE TRUNK	
Deckhouses on Flush Deck Ships	One hinged steel door fitted with turnbuckles to be closed from both sides.

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:—

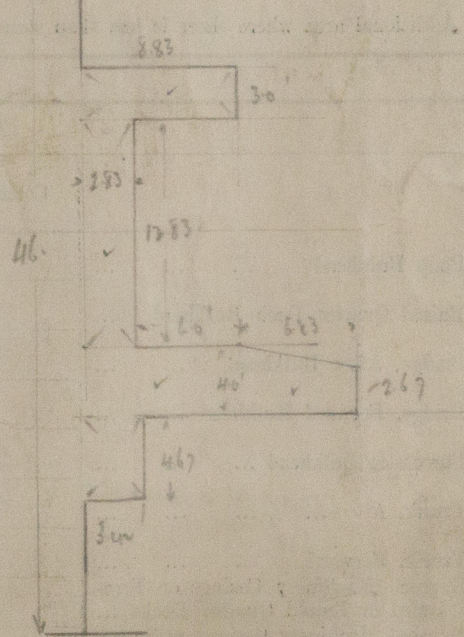


State any special features in the construction of the ship:—

The vessel has been surveyed afloat and in dry dock for completion of special survey 2nd No. 1, damage repairs and load line.

Tons
 - (31843) = 26.5
 - (12.83 x 283) = 36.3
 - (6.44) = 24.0
 - (6.83 x 3.31) = 22.8
 (Burn 4.67) = 16

$\frac{125.6}{46} = \frac{2.73}{40.6}$
 ✓



Builder's name and yard number.

Harland & Wolff, Ltd.

Names of sister ships.

Green Line, Ltd.

Owners

Fee £ *15 : 6 : 0*

Received by me



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