

WRECK SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. 14762
(For London Office only.)

23719

No. 5350

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Forecastle & Bridge combined (Deck 30)*Port of Survey *Southampton*

(Type of Superstructures.)

Date of Survey *27.7.32*

Ship's Name

Nationality and Port of Official Number

Gross Tonnage

Date of Build

*AQUITANIA**865.16**British
Liverpool**135583**45647**1914-6*Name of Surveyor *G. A. Dyden Toyn*Moulded Dimensions: Length *657.7* Breadth *27.0* Depth *24.754.5*
Moulded displacement at moulded draught = 85 per cent. of moulded depth
Coefficient of fineness for use with TablesParticulars of Classification *#10071**Letter for file 720*
31.500.103-1.26
31.500.103-30

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		Standard Round of Beam = $\frac{B \times 12}{50}$ =
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam =
		Difference
Depth for Freeboard (D) =	If restricted by superstructures	Restricted to
		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)	Standard Height of Superstructure
Peep enclosed		<i>26</i>	<i>9.3</i>			" " R.Q.D.
" overhang						Deduction for complete superstructure
R.Q.D. enclosed						Percentage covered $\frac{S}{L} =$
" overhang						" " $\frac{S_1}{L} =$
Bridge enclosed		<i>752.41</i>	<i>10</i>			" " $\frac{E}{L} =$
" overhang aft						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
" overhang forward						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
Fore enclosed						Interpolation for bridge less than 2L (if required)
" overhang						Deduction =
Trunk aft						
" forward						
Tonnage opening aft						
" " forward						
Total						

SHEER CORRECTION.

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

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

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 =

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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Foundation

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Are wood fore and afters steel shod at all bearing surfaces?
Are battens and wedges efficient and in good condition?
Are tarpaulins in good condition and in accordance with rule requirements?
Are lashings provided in accordance with rule requirements?

Furnace casing, flue casing & furnace casing. Flat bottom constructed using steel flaps where gratings fitted.

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways :—

Fore castle steel 7' x 6.6', clad W.T. down, with 6" sill. Stiffness 3 x 2 1/2 x 1/2, 2 ft apart
 Deck House 28' x 30' x 8" Stiffness B.R. 6 Patent W.T. down 4 1/2" x 5.3
 Companion to Hospital steel, stiffness 3 x 2 1/2 x 1/2, 2 ft apart. Double Wood door 5.6' x 5.2" C. Deck
 Trans 3rd Companion C Deck. Steel, 8 x 9, 10" Sill, Double Wood door 6' x 5.3"

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

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

Freeboard Deck aft 12 Swan neck Vents 10 x 6, C Lum. 2' 6" to lowest part, wood plugs + canvas covers.

Shell U/S Aft (C) 20 " 7 x 9 "

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

all Air Pipes carried to ships side with non return Valve

Particulars of Gangway Cargo and Coaling Ports:—

particulars of Gangway Cargo and Coaling Ports:— Stowage between D & E Decks 2 P., 2 S, double doors in hatch, W.T. joint, Kingd & C
 6' 2 x 7" opening, 4 strongbacks. Third Class entrance 2 P. & 2 Star, 3rd Class baggage 2 P. 2 Star all as above
 4 P. & 4 S, Single, oil filling stations, Kingd, W.T. joint, cleats & 2 strongbacks.
 Below C & D Decks. 1st Class Entrance 2 P. & 2 Star, General, & cleats, W.T. joint 2 strongbacks.
 Coaling Ports permanently closed

Particulars of Scuppers and Discharge Pipes:

Installed on ships side, non return valves, fitted & lead pipe

Particulars of Side Scuttles:

*Strong gunmetal. All below E deck fitted with dead lights
E Deck fitted with dead lights, except where scupper ports fitted. Steel Hatches & Wood plug provided
Run counter do do*

Particulars of Guard Rails:

*Forecastle 3' 9" rails 6 tier. Stanchions 2' 6" apart
Shelterdeck aft 4' 0" -- 5 -- 4' 6" to 5' spacing*

Particulars of Gangways, Lifelines, etc.:

Guard rails round deck house

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Well ... <i>Forecastle</i>	<i>99'</i>	<i>4' 3"</i>	<i>Two of 2.6 x 1.6</i>	<i>Two</i>	<i>7.55</i>	<i>19.8</i>
Forward Well ...						
State position of each freeing port ... After Well: <i>3' 4" x 2' 6" from after end of bulwark to centre of Port. Bottom of well 4' 6" above</i> (E. and A. position and height above deck edge) Forward Well: <i>None</i> State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: <i>Hinged flap</i> Additional area where sheer is less than standard.						

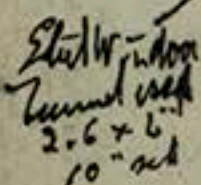
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	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 ...						<i>5' 3" x 5' 3" wood</i>	<i>9"</i>	<i>9'</i>
Bridge, Forward Bulkhead ...	<i>Not available</i>					<i>2' 6" x 5' 3" Patent W.T. door</i>	<i>6"</i>	<i>9'</i>
Forecastle Bulkhead ...								
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on <i>Forecastle</i> Deck Ships ...	<i>1/2</i>	<i>9/10</i>	<i>5 x 3 x 9/16</i>	<i>Between 2' 6"</i>	<i>Braced top & bottom</i>	<i>6' Patent W.T. door 5' 6" x 4' 3"</i>	<i>8"</i>	<i>8'</i>

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

Poop Bulkhead ...	<i>2 Wood door, 2.6 x 5.3, 8" sills manipulated from both sides</i>
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	<i>Wood door 5' 3" x 6", Steel door 5' 3" x 6" Capable of being opened either side</i>
Bridge, Forward Bulkhead ...	<i>2 Steel Patent W.T. door 5' x 5' 3" manipulated from both sides</i>
Forecastle Bulkhead ...	<i>7' x 6' 6", double steel W.T. door. Also both operated from either side</i>
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on <i>Forecastle</i> Deck Ships ...	<i>6 Steel W.T. Patent door 5' 6" x 4' 3" opening either side</i>

3 Water Resisted
Red W.T. Cores ~~comparative~~ ^{Strength} Steel
7' x 6" Double w



Special features in the construction of the ship:—
 Thickness of composition on Freeboard deck amidships $2\frac{1}{4}$ " by measurement
 Survey held afloat for Freeboard assignment only

J. Brown + P.O.

Quik

Cumard Stanship Co. Ltd

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