

TIMBER

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Rpt. C.11.

# Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having POOP BRIDGE AND FORECASTLE

Port of Survey HULL

Date of Survey 6<sup>th</sup> OCTOBER 1933.

Name of Surveyor W. H. England

Particulars of Classification +100 A.1.

Ship's Name "BOREVI." Nationality and Port of Registry FINNISH ABO. Official Number 1056 Gross Tonnage 1466 Date of Build 1919-5.

Moulded Dimensions: Length 71.31 Breadth 11.43 Depth 5.664

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

Coefficient of fineness for use with Tables .781

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... ..	(a) Where D is greater than Table depth (D - Table depth) R = <u>+139</u>	Moulded Breadth (B)
Stringer plate ... ..	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>✓</u>	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <u>✓</u>	Ship's Round of Beam =
Depth for Freeboard (D) = <u>5.676</u>		Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S}{L} \right) =$ <u>-5</u>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (L)
Poop enclosed ... ..					
"  overhang ... ..					
R.Q.D. enclosed ... ..					
"  overhang ... ..					
Bridge enclosed... ..					
"  overhang aft ... ..					
"  overhang forward ... ..					
F'cle enclosed ... ..					
"  overhang ... ..					
Trunk aft ... ..					
"  forward ... ..					
Tonnage opening aft ... ..					
"  forward ... ..					
Total ... ..					

Standard Height of Superstructure \_\_\_\_\_

  "  "  R.Q.D. \_\_\_\_\_

Deduction for complete superstructure 747

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

  "  "   $\frac{S_1}{L} =$

  "  "   $\frac{E}{L} =$  44.54

Percentage from Table, Line A. Timber 65.83% ✓  
(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 = 747 × 65.83 = -492 ✓

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..		1					1		
$\frac{1}{6}$ L from A.P. ... ..		4					4		
$\frac{2}{6}$ L " " ... ..		2					2		
Amidships ... ..		4					4		
$\frac{2}{6}$ L from F.P. ... ..		2					2		
$\frac{1}{6}$ L " " ... ..		4					4		
F.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 " =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) =$  +30 ✓

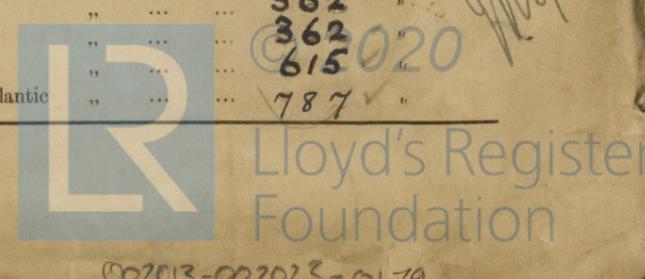
If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <u>5.676</u> Ft.	$\Delta =$	
Summer freeboard <u>4.70</u>	Tons per inch immersion at summer load water line	Depth Correction ... .. <u>139</u> ✓
Moulded draught (d) <u>5.206</u>	T =	Deduction for superstructures ... .. <u>-492</u> ✓
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = <u>108</u> ✓	Deduction = $\frac{\Delta}{40T}$ inches = <u>108</u> ✓	Sheer correction ... .. <u>30</u> ✓
Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{36}$ = <u>145</u> ✓		Round of Beam correction ... .. <u>5</u> ✓
		Correction for Thickness of Deck amidships ... ..
		Other corrections, scantlings, etc. ... ..
		<u>169</u> <u>497</u> - <u>328</u>
		Summer Freeboard = <u>4.70</u>

Timber

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:	Timber	Tropical Fresh Water Freeboard ... ..
Tropical Fresh Water Line above Centre of Disc <u>419</u> ✓	" Fresh Water ... ..	<u>254</u>
Fresh Water Line " " <u>311</u> ✓	" Tropical ... ..	<u>362</u>
Tropical Line " " <u>311</u> ✓	" Winter ... ..	<u>615</u> 020
Winter Line <u>58</u> ✓	" Winter North Atlantic ... ..	<u>787</u> ✓
Winter North Atlantic Line " below " <u>114</u> ✓		
Summer above <u>203</u> ✓		



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Description of Hatchway		Dimensions of Hatchway		COAMINGS		HATCH BEAMS		FORE AND AFTERS		HATCH COVERS		Spacing of Cleats		Number of Tarpaulins	
Height above Deck	Sides	...	...	Height above Deck	Thickness	Number	...	Number	...	Material	...	...	...	...	...
Thickness	Ends	...	...	Thickness	Stiffeners	Spacing	...	Spacing	...	Thickness	...	...	...	...	...
Stiffeners	...	...	...	Stiffeners	Brackets, Stays	Scantling and Sketch	...	Unsupported Lengths	...	How fitted	...	...	...	...	...
Brackets, Stays	...	...	...	Brackets, Stays	...	...	...	Scantling* and Sketch	...	Bearing Surface	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...

\*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?

Particulars of fiddley, funnel and ventilator coamings:—

Particulars of Flush Bulker Scuttles:—

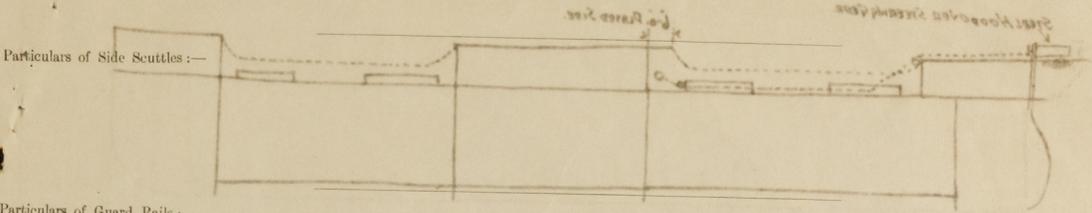
Particulars of Companionways:—

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

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

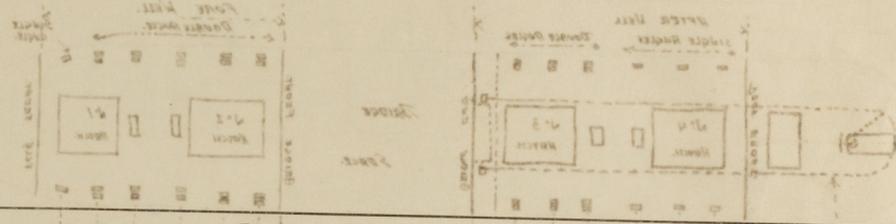
Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes:—



Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:—



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	...	...	...	...	...	...
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.

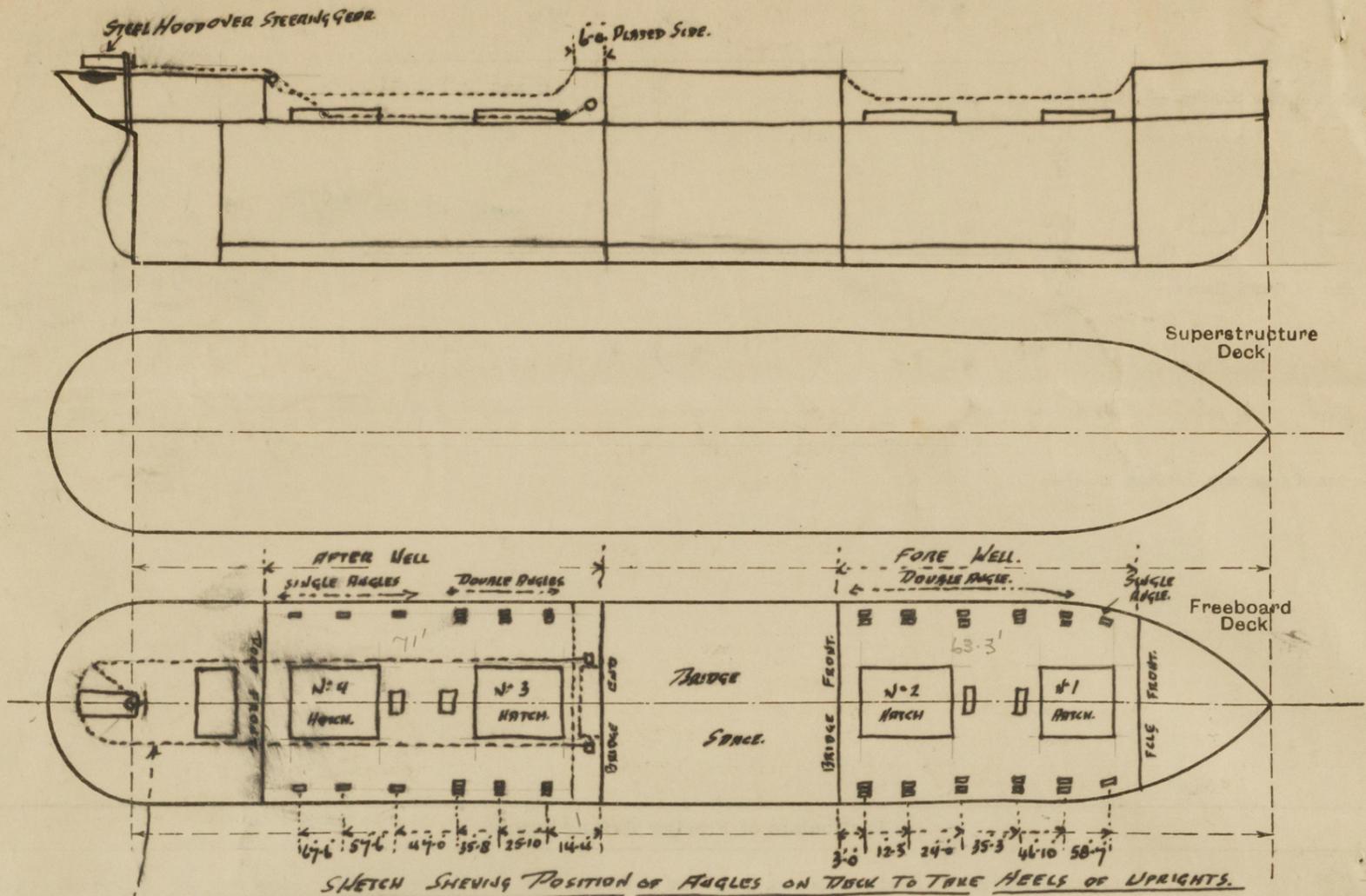
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	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	...	...	...	...	...	...	...	...
Bridge, Forward Bulkhead	...	...	...	...	...	...	...	...
Forecastle Bulkhead	...	...	...	...	...	...	...	...
Trunk, Aft	...	...	...	...	...	...	...	...
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	...	...	...	...	...	...	...	...
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	...
Bridge, Forward Bulkhead	...
Forecastle Bulkhead	...
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	...
Deckhouses on Flush Deck Ships	...

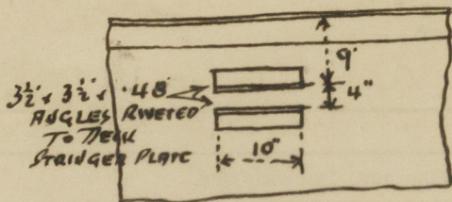
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



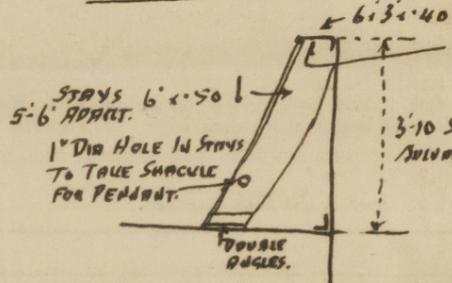
STEERING RODS ARE LED FROM QUADRANT ON POOP DECK ALONGSIDE HATCH COORNINGS AND PROTECTED BY STEEL PIPE COVER PLATES.

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

SKETCH OF HEEL ANGLES FOR UPRIGHTS.



SKETCH OF BULWARK.



2 HOLES ARE DRILLED IN BULWARK RAIL TO TAKE WIRE ROPE FOR SECURING UPRIGHT. IN SAME POSITION AS DELTA WHEEL ANGLES.  
NO SPECIAL FITTING SUPPLIED TO TAKE UPRIGHTS AT BULWARK RAIL.

FORE WELL } 4 skin pennants supplied for each well. Pennants secured to bulwark stays  
AFTER WELL } and carried over top of timber cargo. A winch runner is then run through the pennants and carried to winches for tightening up pennants.

The only double bottom tank divided in center is stated to be the engine room tank.

The Captain would be pleased if the assignment letter could be forwarded direct to the Owners. The vessel is expected to sail from Hull on Monday next.

Builder's name and yard number KOCKUMS M.V. AKTIEB. MALMO.

Names of sister ships ✓

Owners ANGF. AKTIEB. BORE THA KRANER.

Fee £ 3 : 3 : Received by me \_\_\_\_\_

*biggest  
Please advise  
4 Sept*