

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

-5 DEC 1935
Index No. 27541
(For London Office only.)

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

Port of Survey Falmouth

(Type of Superstructures.)

Ship's Name
"Masula"

Nationality and Port of Registry
British Glasgow

Official Number
141904

Gross Tonnage
7326

Date of Build
1919/6

Moulded Dimensions: Length
Moulded displacement at moulded draught = 85 per cent. of moulded depth
Coefficient of fineness for use with Tables

Breadth

Depth

Date of Survey 26.11.35 + 4.12.35

Name of Surveyor Arthur Scullard

Particulars of Classification #100 A.1.
Fitted for oil fuel 6.19 F.P. above 150°F

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

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop 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

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

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Depth to Freeboard Deck = Ft.	Displacement in salt water at summer load water line	Correction for coefficient
Summer freeboard =	$\Delta =$	Depth Correction
Moulded draught (d) =	Tons per inch immersion at summer load water line	Deduction for superstructures
	T =	Sheer correction
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	Round of Beam correction... ..
Addition for Winter North Atlantic Freeboard (if required)=		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	Tropical Fresh Water Freeboard
Fresh Water Line " " 	Fresh Water " "
Tropical Line " " 	Tropical " "
Winter Line below " " 	Winter " "
Winter North Atlantic Line " " 	Winter North Atlantic " "

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	No. 1	No. 2	No. 4	No. 5					
Dimensions of Hatchway									
COAMINGS									
Height above Deck									
Thickness									
Sides									
Stiffeners									
Brackets, Stays									
HATCH BEAMS									
Number									
Spacing									
Scantling and Sketch									
Bearing Surface									
FORE AND AFTERS									
Number									
Spacing									
Unsupported Lengths									
Scantling* and Sketch									
Bearing Surface									
HATCH COVERS									
Material	Pine	Pine	Pine	Pine					
Thickness	3"	3"	3"	3"					
How fitted	F + A	F + A	F + A	F + A					
Bearing Surface									
Spacing of Cleats									
Number of Tarpaulins									

*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 Bunker 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 :—

8 - 6" Scuppers each side overboard from tween decks closed by riveted plates
 holes in the decks for control rods closed by rivets in weather decks &
 & taps cut off & caulked in tween decks. The original scupper pipes to bulges are restored

Particulars of Side Scuttles :—

10 - 12" Side Scuttles each side forward 2'6" from ^{76d} deck } Closed with portable C.I. plugs &
 8 - 12" " " " " Aft 2'6" " } hinged C.I. deadlights

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						

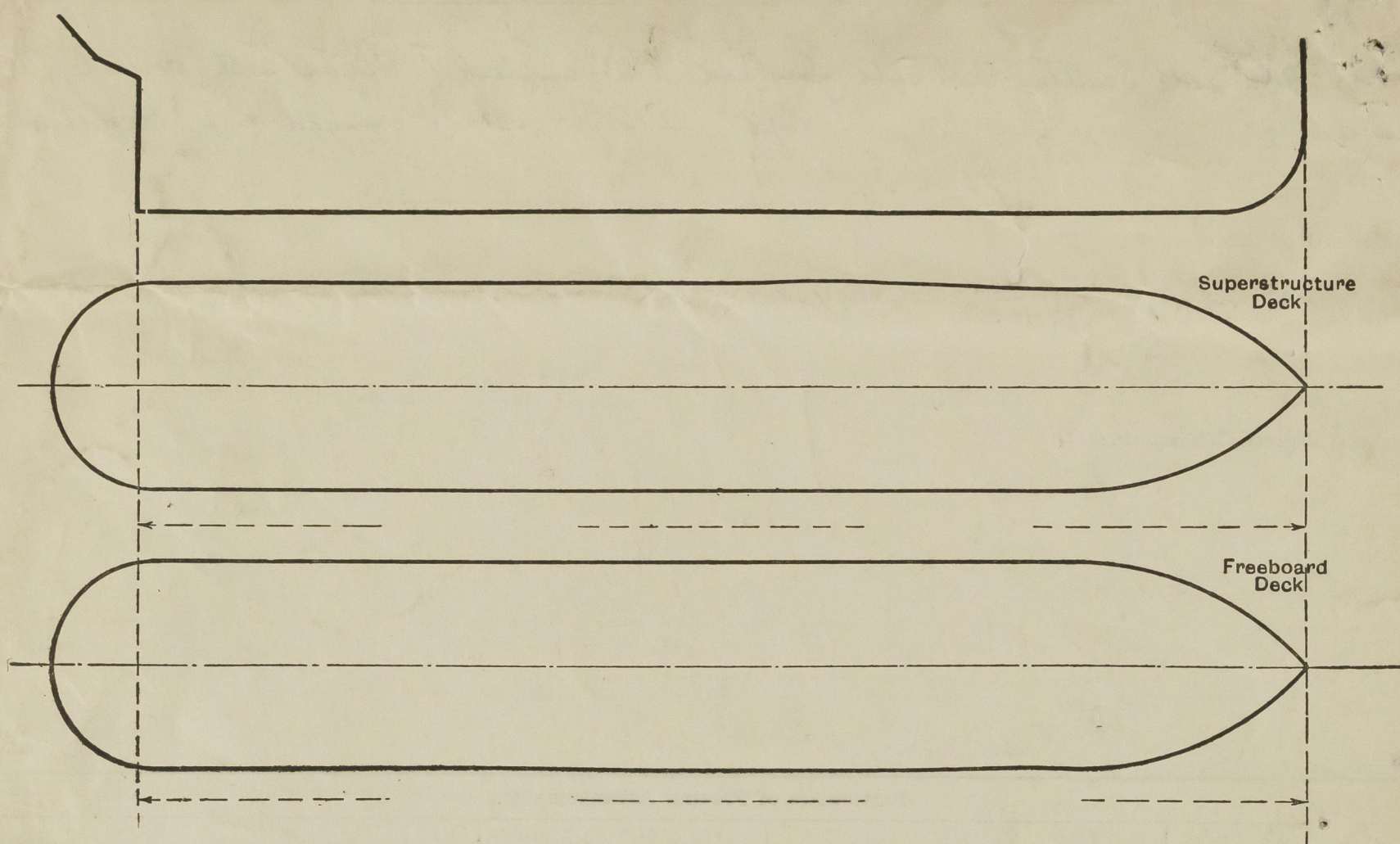
State position of each freeing port (F. and A. position and height above deck edge) } After Well :—
 } Forward Well :—
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—
 Additional area where sheer is less than standard.

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	

Masula.

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:—

Battening arrangements for the second deck hatchways have been removed.
Solid 3" wood covers have been refitted in Nos 1, 2, 4 & 5
hatchways on the freeboard deck. ✓

Builder's name and yard number *Barclay Curle & Co. Ltd.*

Names of sister ships *This report refers to T.S.S. Masula.*

Owners *British India Steam Nav. Co. Ltd.*

Fee £ *3-3-0*

Received by me *AS.*



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Foundation