

9 APR 1932

Index. No. 33901
(For London Office only.)

No. 3312

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Rpt. C.11.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Coop, Funnel and forecastle*

Port of Survey *Naples*

Date of Survey *6th April 1932*

Name of Surveyor *H. Gremham*

Particulars of Classification + *100 A.1*
Carrying Petroleum in Bulk

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<i>M/V. "HELIK"</i>	<i>French</i> <i>Algiers</i> <i>London</i>	<i>462562</i> <i>F.M.F.W.</i>	<i>3007</i>	<i>1931/4</i>
Moulded Dimensions: Length	<i>305'</i>	Breadth <i>50' X</i>	Depth <i>19' 25"</i>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth	<i>5580</i> tons			
Coefficient of fineness for use with Tables	<i>784</i>			

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <i>19' 25"</i>	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B) <i>50' - 0"</i>
Stringer plate <i>04'</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 12.00$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	<i>(20.33 - 19.29) \times 2.346 = -2.44</i>	Ship's Round of Beam = <i>12</i>
Depth for Freeboard (D) = <i>19.29</i>	If restricted by superstructures <i>2.44 \times \frac{5.50}{6.55} = -2.05</i>	Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<i>86.17'</i>	<i>86.17</i>	<i>5'-6"</i>	<i>7'-6"</i>	<i>86.17</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward	<i>47.68</i>	<i>47.68</i>			
File enclosed <i>EQUIV.</i>	<i>49.83</i>		<i>7'-6"</i>		<i>47.68</i>
" overhang					
Trunk aft	<i>112.42</i>		<i>5'-6"</i>	<i>5.50</i>	<i>74.40</i>
" forward					
Tonnage opening aft					
" forward					
Total	<i>133.85</i>	<i>246.27</i>			<i>228.25</i>

Standard Height of Superstructure	<i>6.55</i>
" " R.Q.D.	<i>4.733</i>
Deduction for complete superstructure	<i>35.67</i>
Percentage covered $\frac{S}{L} =$	<i>43.88</i>
" " $\frac{S_1}{L} =$	<i>80.73</i>
" " $\frac{E}{L} =$	<i>74.83</i>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, <i>Line B. Tanker</i>	<i>68.94</i>
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = <i>35.67 \times 68.94 = -24.59.</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>40.50</i>	1		<i>40.50</i>	<i>38"</i>	<i>38.00</i>	1		<i>38.00</i>
$\frac{1}{4}$ L from A.P.	<i>18.02</i>	4		<i>72.08</i>	<i>13.50</i>	<i>13.82</i>	4		<i>55.28</i>
$\frac{2}{4}$ L "	<i>4.46</i>	2		<i>8.92</i>	<i>3.34</i>	<i>3.45</i>	2		<i>6.90</i>
Amidships	-	4		-	-	-	4		-
$\frac{3}{4}$ L from F.P.	<i>8.91</i>	2		<i>17.82</i>	<i>6.34</i>	<i>6.41</i>	2		<i>12.82</i>
$\frac{1}{4}$ L "	<i>36.05</i>	4		<i>144.20</i>	<i>25.44</i>	<i>25.67</i>	4		<i>102.68</i>
F.P.	<i>81.00</i>	1		<i>81.00</i>	<i>60.00</i>	<i>60.00</i>	1		<i>60.00</i>
Total				<i>364.52</i>					<i>275.68</i>

Mean actual sheer aft = *significant*
Mean standard sheer aft

Mean actual sheer forward = *significant*
Mean standard sheer forward

Length of enclosed superstructure forward of amidships =
" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{88.84}{18} \left(\frac{75-2194}{5306} \right) = +2.62.$

If limited on account of midship superstructure. ✓

If limited to minimum 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.		
Depth to Freeboard Deck = <i>19.29</i>	Displacement in salt water at summer load water line	Correction for coefficient <i>784 + 68</i> <i>7.36</i>
Summer freeboard = <i>1.77</i>	$\Delta = 6100$	Depth Correction <i>2.05</i>
Moulded draught (d) = <i>17.52</i>	Tons per inch immersion at summer load water line	Deduction for superstructures <i>24.59</i>
	$T = 31.85$	Sheer correction <i>2.62</i>
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction
Winter freeboard = $\frac{d}{4}$ inches = <i>4.38 + 4.2</i>	= <i>4.79</i>	Correction for Thickness of Deck amidships
Addition for Winter North Atlantic Freeboard (if required = <i>3.05 = 3"</i>	<i>4.2</i>	Other corrections, scantlings, etc.
		<i>2.62</i>
		Summer Freeboard = <i>21.31</i>

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

Tropical Fresh Water Line above Centre of Disc <i>235</i>	<i>9 1/4"</i>	Tropical Fresh Water Freeboard <i>305</i>	<i>1' - 9 1/4"</i>
Fresh Water Line " " <i>121</i>	<i>4 3/4"</i>	Fresh Water " " <i>419</i>	<i>1' - 0"</i>
Tropical Line " " <i>114</i>	<i>4 1/2"</i>	Tropical " " <i>426</i>	<i>1' - 4 1/2"</i>
Winter Line below " " <i>114</i>	<i>4 1/2"</i>	Winter " " <i>654</i>	<i>2' - 1 1/4"</i>
Winter North Atlantic Line " " <i>190</i>	<i>7 1/2"</i>	Winter North Atlantic " " <i>780</i>	<i>2' - 4 1/2"</i>

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	Five oil light hatchways to port, starb. and centre oil tanks	Centre	Two 2 1/2 ton tanks	Two 2 1/2 ton tanks	Fore Hold	Pump Room Forecastle	Store on Forecastle	Store on Poop	Cross Bunkers port & starb.	
Dimensions of Hatchway	6'0" x 8'0"	2'5" x 8'0"	4'6" x 2'6"	5'0" x 2'6"	3'0" x 10'6"	3'6" x 3'6"	3'6" x 2'6"	3'0" x 2'0"	3'8" x 2'8"	
COAMINGS	Height above Deck	2'6"	2'6"	4'6"	4'6"	3'9"	2'9"	2'0"	2'0"	
	Thickness Sides	0'44"	0'44"	0'44"	0'44"	0'44"	0'44"	0'40"	0'40"	
	Thickness Ends	0'44"	0'44"	0'44"	0'44"	0'44"	0'44"	0'40"	0'40"	
	Stiffeners			5" x 3'40 B9	5" x 3'40 B9					
HATCH BEAMS	Brackets, Stays									
	Number									
	Spacing									
	Scantling and Sketch									
FORE AND AFTERS	Bearing Surface									
	Number									
	Spacing									
	Unsupported Lengths Scantling* and Sketch									
HATCH COVERS	Bearing Surface									
	Material	steel	steel	steel	steel	steel	steel	steel	steel	
	Thickness	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	
	How fitted	tagglo	tagglo	tagglo	tagglo	tagglo	tagglo	tagglo	tagglo	
Spacing of Cleats	Bearing Surface	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	0'5"	
	Number of Tarpaulins									

Particulars of fiddle, funnel and ventilator coamings:—
 Engine room ventilators and funnel in efficient condition.
 Engine room skylights of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—
 none

Particulars of Companionways:—
 Two steel companionways on forecabin deck leading to enclosed forecabin.
 One steel companionway on main deck leading to main hold.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—
 Forecabin deck
 No. 1 vents, 9" diam, 15" x 3/16" TO HOUSING 7'8" = 21' HIGH.
 No. 2 vents, 9" diam, 15" x 3/16" TO HOUSING 7'8" = 21' HIGH.
 No. 3 vents, 9" diam, 15" x 3/16" TO HOUSING 7'8" = 21' HIGH.
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 No. 100 vents, 9" diam, 15" x 3/16" TO HOUSING 7'8" = 21' HIGH.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—
 Forecabin deck
 No. 1 - 3" diam, 15" above deck.
 No. 2 - 3" diam, 15" above deck.
 No. 3 - 3" diam, 15" above deck.
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 No. 100 - 3" diam, 15" above deck.

Particulars of Gangway Cargo and Coaling Ports:—
 none

Particulars of Scuppers and Sanitary Discharge Pipes —
 Below forecabin deck fitted with non-return steel valves on ship sides and efficient traps at the inboard end.

Particulars of Side Scuttles:—
 All side scuttles in poop and forecabin fitted with efficient hinged steel shutters permanently attached.

Particulars of Guard Rails:—
 Forecabin deck, trunk top, main deck and forecabin deck 3'-7" high, 3 rails, stanchions spaced 4'-5".

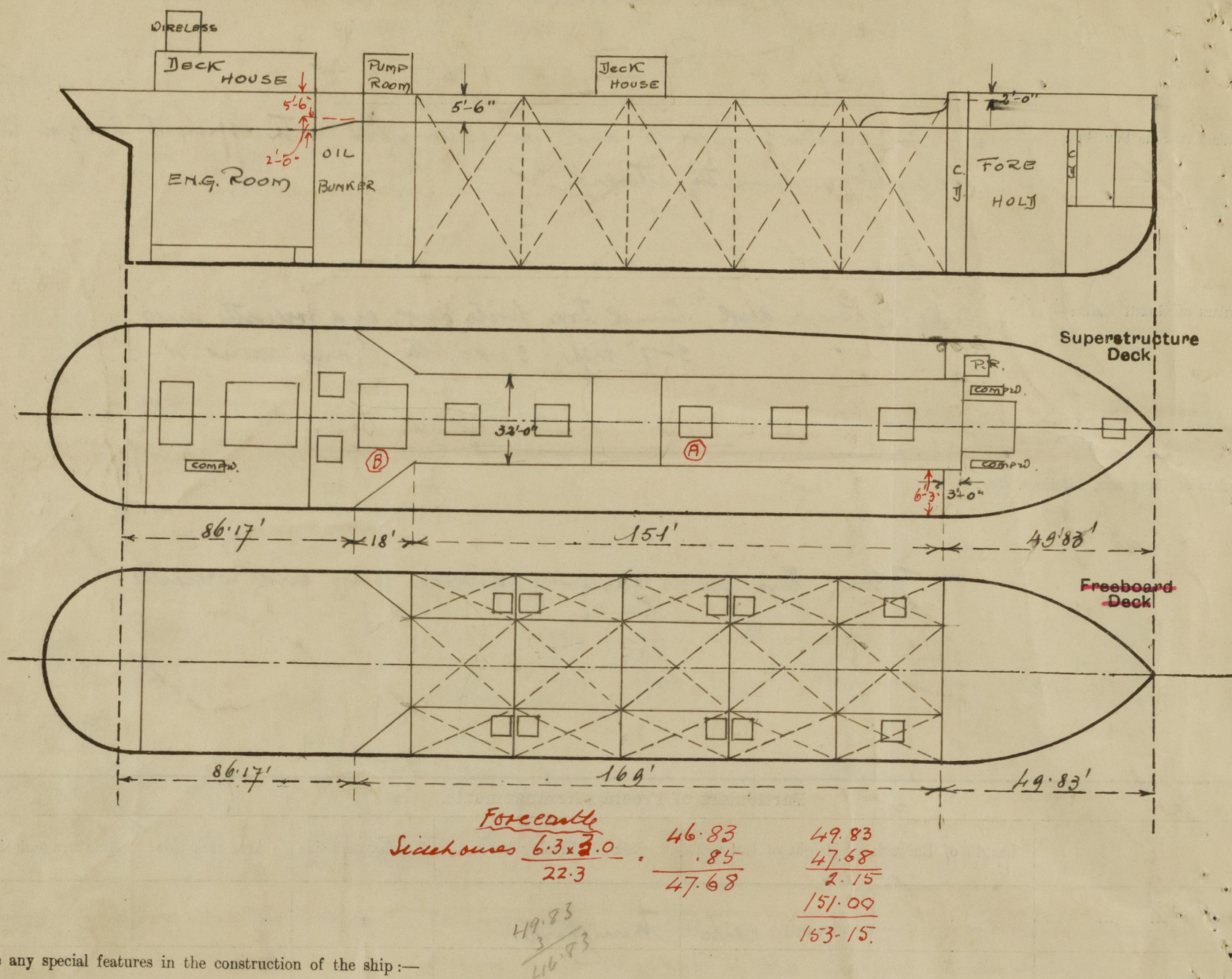
Particulars of Gangways, Lifelines, etc.:—
 Trunk top forms gangway between poop and forecabin.

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			Open rails throughout			
Forward Well						

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	0'44"	0'44"	3' x 3' x 40 B.9	3'1"	Weld			
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecabin Bulkhead	0'30"	0'30"	3' x 2' x 40 B.9	2'0"	Weld			
Trunk, Aft	0'44"	0'44"	5' x 2' x 40 B.9	3'0"				
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	no openings
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecabin Bulkhead	no openings
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:—



Builder's name and yard number

36 Anthon Leslie & Co. Ltd.

Names of sister ships

M/V. HARPA

Owners

Anglo Saxon Petroleum Co. Ltd.

Fee

5.58.

Received by me

8. — Expenses

5. — Office Expenses



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