

31069

DEDUCTION FOR SUPERSTRUCTURES.

Standard Height of Superstructure	6.00	✓
" " R.Q.D.	3.41	✓
Deduction for complete superstructure	22.175	✓
Percentage covered $\frac{S}{L} =$	80.73	
" " $\frac{S_1}{L} =$	80.28	
" " $\frac{E}{L} =$	80.28	✓
Percentage from Table, Line A.	—	
(corrected for absence of forecastle (if required))	—	
Percentage from Table, Line B.	75.65	
(corrected for absence of forecastle (if required))	—	
Interpolation for bridge less than .2L (if required)	—	
Deduction =	22.175 × .7565 = 16.78	✓

	<u>STAND.</u>		<u>ACTUAL.</u>	
ECTION.	5-74	3 17.22	5-73	3 17.19
	23-27	3 69.87	22-91	3 68.73
	52-35	1 52.35	52-00	1 52.00
		<u>139.44</u>		<u>137.92</u>
Mean actual sheer aft =				139.44 - 98% 87%

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{Deficient } 98.98\% \text{ Standard}$$
$$\frac{\text{Length of enclosed superstructure}}{L} \text{ forward of amidships} =$$

„ „ aft of „ = .50

Actual R.Q.D. ht. 4.00'
Stand " - - 3.41
.59'
7.08

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{8}{2L} \right) = \text{Deficient} \quad \frac{1.89}{18} \left(.75 - \frac{.3467}{.4037} \right) = +.03$$

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)		17.14 ✓																								
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line		Correction for coefficient $\frac{.691 + .68}{1.36} = \frac{1.371}{1.36}$		17.28																								
<div> <div>Raised Quarter</div> <div>Depth to Freeboard Deck = 16.03 ✓</div> <div>Summer freeboard = 4.17</div> <div>Moulded draught (d) = 11.86</div> </div>		<div> <div>Δ = 994</div> <div>Tons per inch immersion at summer load water line</div> <div>T = 8.15</div> </div>		<table> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction</td><td>1.55</td><td>—</td></tr> <tr> <td>Deduction for superstructures</td><td>—</td><td>16.78</td></tr> <tr> <td>Sheer correction</td><td>.03</td><td>✓</td></tr> <tr> <td>Round of Beam correction</td><td>—</td><td>.02</td></tr> <tr> <td>Correction for Thickness of Deck amidships</td><td>—</td><td>—</td></tr> <tr> <td>Other corrections, seamings, etc.</td><td>48.00</td><td>—</td></tr> <tr> <td></td><td>49.58</td><td>16.80 + 32.78</td></tr> </table>			+	-	Depth Correction	1.55	—	Deduction for superstructures	—	16.78	Sheer correction03	✓	Round of Beam correction	—	.02	Correction for Thickness of Deck amidships	—	—	Other corrections, seamings , etc.	48.00	—		49.58	16.80 + 32.78	<div> <div>87.2</div> <div>10.6</div> </div>
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<div> <div>Deduction for Tropical freeboard and addition for</div> <div>Winter freeboard = $\frac{d}{4}$ inches = 2.96 = 3"</div> </div>		<div> <div>Deduction = $\frac{\Delta}{40 T}$ inches</div> <div>= 3.05 = 3"</div> </div>		<div> <div>RAISED QUARTER DECK</div> <div>Summer Freeboard = 50.06</div> </div>																										
<div> <div>Addition for Winter North Atlantic Freeboard (if required = 2"</div> </div>																														

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ^{RAISED QUARTER} Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	...	3"	Tropical Fresh Water Freeboard	...	3'-11"
Fresh Water Line	"	3"	Fresh Water	"	3'-11"
Tropical Line	"	4"	Tropical	"	4'-2" LIMITED
Winter Line	below	3"	Winter	"	4'-5" LOYD'S R
Winter North Atlantic Line	"	5"	Winter North Atlantic	"	4'-5" ARRIVING FO

... 4-2 ✓
3-11 ✓

4-2 LIMITED
4-5
4-7
MARKING FORM
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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
FBD. DK. R.Q. DK. FIDLEY TOP.									
Description of Hatchway	No. 1.	No. 2.	COALING HATCH.						
Dimensions of Hatchway	23'8" x 15'0"	26'10" x 15'0"	5'4 1/2" x 15'0"						
COAMINGS	Height above Deck ... 45" Thickness { Sides ... 42" Ends ... 42" Stiffeners ... 7" x 3" B.A. Brackets, Stays ... 20 B.P.P.S. 20 B.P.P.S.	Height above Deck ... 36" Thickness { Sides ... 42" Ends ... 42" Stiffeners ... 7" x 3" B.A. Brackets, Stays ... 20 B.P.P.S. 20 B.P.P.S.	Height above Deck ... 11" Thickness { Sides ... 30" Ends ... 30" Stiffeners ... Brackets, Stays ...						
HATCH BEAMS	Number ... 4 Spacing ... 4'8 3/4" Scantling and Sketch ... Bearing Surface ... 3 1/2"	Number ... 5 Spacing ... 4'5 1/2" Scantling and Sketch ... Bearing Surface ... 3 1/2"	Number ... Spacing ... Scantling and Sketch ... Bearing Surface ...						
FORE AND AFTERS	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ...	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ...	Number ... Spacing ... Unsupported Lengths ... Scantling* and Sketch ... Bearing Surface ...						
HATCH COVERS	Material ... W.P. Thickness ... 2 1/2" How fitted ... F&A Bearing Surface ... 3"	Material ... W.P. Thickness ... 2 1/2" How fitted ... F&A Bearing Surface ... 3"	Material ... W.P. Thickness ... 2 1/4" How fitted ... F&A Bearing Surface ... 3"						
Spacing of Cleats	30 SIDES, 33 ENDS	28 SIDES, 31 ENDS	28 SIDES, 33 ENDS						
Number of Tarpaulins	3	3	1						
*Are wood fore and afters steel shod at all bearing surfaces? NO FORE & AFTERS. Are battens and wedges efficient and in good condition? YES. Are tarpaulins in good condition and in accordance with rule requirements? YES. Are lashings provided in accordance with rule requirements? YES.									

Spacing of cleats to match and R.Q. DK. hatches.
filled 12" apart.

Particulars of fiddle, funnel and ventilator coamings:—

FIDDLE & FUNNEL VENT. COAMINGS ARE IN EFFICIENT CONDITION.
 FIDDLE GRATINGS CLOSED BY HINGED STEEL COVERS, IN EFFICIENT CONDITION.
 ENGINE ROOM SKYLIGHT OF STEEL, STRONGLY CONSTRUCTED.

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways:—

NONE.

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

2 VENTS. 6" DIA. COAM. 30" x 30" ON F'CLE DK. TO CREW.
 1 " 9" " " 36" x 32" " " " " HOLD.
 2 " 9" " " 36" x 32" " R.Q. DK. " HOLD.

WOOD PLUGS & CANVAS COVERS FOR VENT. COAMINGS.

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

1 AIR PIPE 3" DIA. 13" TO LIP, ON R.Q. DK. TO AFT. PK. TANK.
 2 " 3" " 25 1/2" " " R.Q. DK. " NO. 2 D.B. TANK.
 1 " 4" " 6'-3" TO TOP OF PIPE, ON FBD. DK. (AT F'CLE FRONT) TO NO. 1 D.B. TANK. (SEE POSITION ON SKETCH).
 1 " 3 1/2" " 10 1/2" TO LIP, ON F'CLE DK. TO FORE PK. TANK.

SNIFTING HOLES IN AIR PIPES.

Canvas covers provided

Particulars of Gangway Cargo and Coaling Ports:—

NONE.



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Wheatrop

Particulars of Scuppers and Sanitary Discharge Pipes —

SANITARY DISCHARGE PIPES ARE FITTED WITH STORM VALVES. ✓
SCUPPERS ON FBD. & R.Q.DKs. DISCHARGE THROUGH STRINGER BAR OPENING. ✓

Particulars of Side Scuttles:

SIDE SCUTTLES TO CREW'S QUARTERS IN FORECASTLE, ARE FITTED WITH HINGED DEADLIGHTS. (215 lbs broken)

Broken glasses renewed.

Particulars of Guard Rails:—

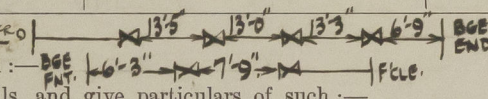
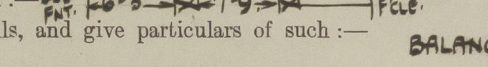
PICKE DK. GUARD RAILS - 3'-0" HIGH, 2 RAILS WITH STANCHIONS 4'-0" APART. ✓

Particulars of Gangways, Lifelines, etc.:—

NONE.

Lifelines fitted in forward well enabling crew to reach their quarters by walking along forward hatch.

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	95'-5"	3'-3"	3'-0" x 1'-6"	4.	18.0 SQ. FT.	19 SQ. FT.
Forward Well	32'-4"	4'-0"	3'-6" x 1'-11 1/2"	2	13.7 SQ. FT.	9.7 SQ. FT.
State position of each freeing port { After Well:  9 3/4" ABOVE DECK. (F. and A. position and height above deck edge) { Forward Well:  9" " " State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— BALANCED STEEL SHUTTERS. Additional area where sheer is less than standard.						

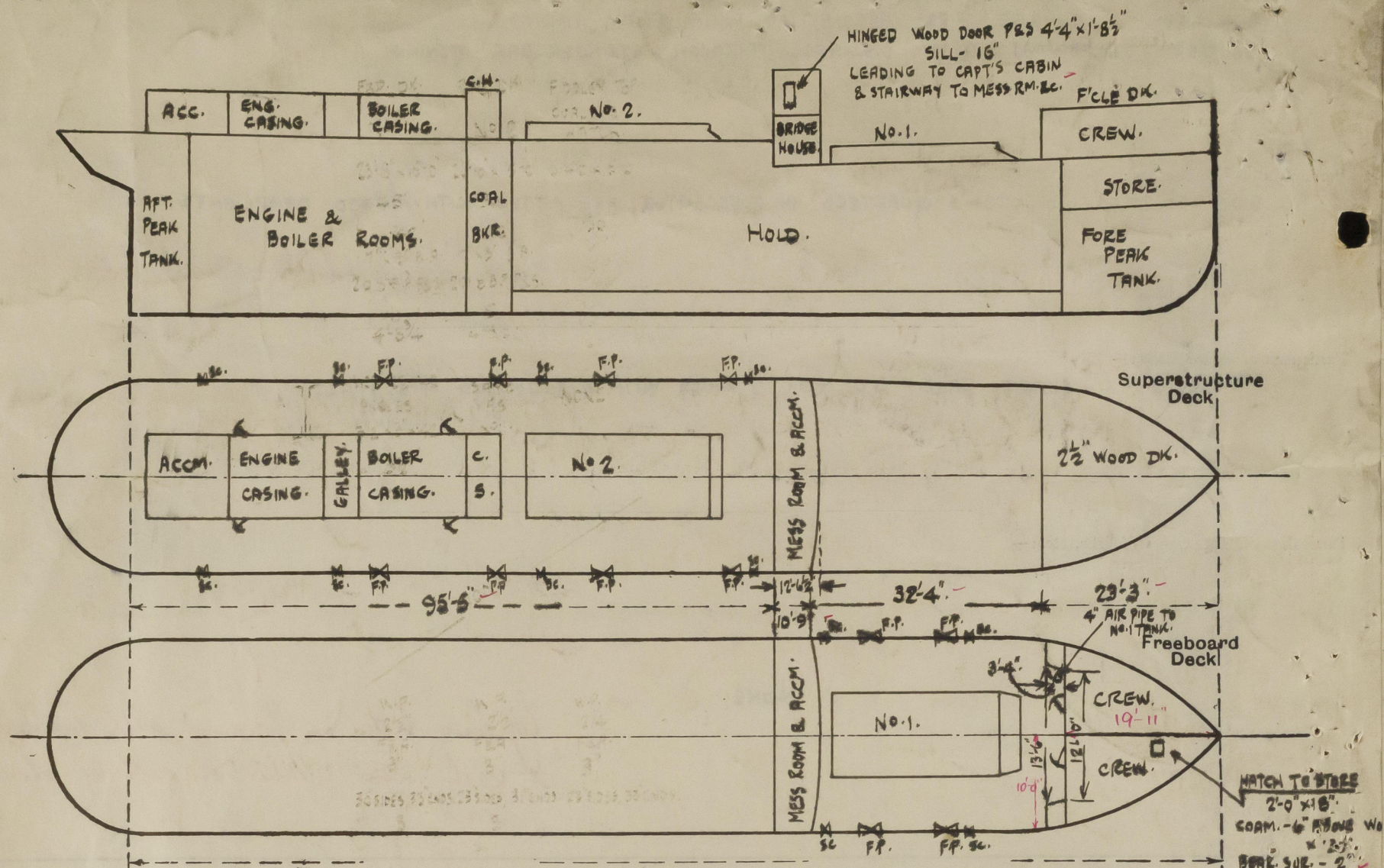
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Peep Bulkhead								
Raised Quarter Deck Bulkhead ...	✓	30"	Wood lined	28"	Wood lined	NONE.	NONE.	4'-0"
Bridge, After Bulkhead	✓	30"	-do-	28"	-do-	NONE.	NONE.	3'-0"
Bridge, Forward Bulkhead	34"	30"	-do-	30"	-do-	NONE.	NONE.	7'-0"
Forecastle Bulkhead	30"	25"	2 1/2" x 2 1/2" x 25"	30"	NONE.	4'-4" x 1'-8 1/2"	18 1/2"	7'-0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Deck	32"	29"	3 1/2" x 3" x 30"	30"	BKTS. AT TOP.	4'-6" x 1'-9"	19 1/2"	7'-0"
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).

Peep Bulkhead	
Raised Quarter Deck Bulkhead ...	NO OPENINGS. ✓
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	NO OPENINGS. ✓
Forecastle Bulkhead	HINGED WOOD DOORS, OPERATED FROM BOTH SIDES. ✓
Exposed Machinery Casings on Deck	HINGED STEEL DOORS. ✓ (Lock not in working order)
Exposed Machinery Casings on Superstructure Decks	Can be manipulated from both sides
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 shown on the following sketches:—



Bridge

$$12-6\frac{1}{2} - 10-9 = 1-9\frac{1}{2} \times \frac{2}{2} = 1-2'$$

Equiv Bridge $10-9 + 1-2 = 11-11''$

Idle

$$\text{Included } 19.92'$$

$$\text{Sidehouse } \frac{3.33 \times 3.25}{10.0} = 1.82$$

$$\text{Equiv Included} = 21.74$$

$$\text{Overhang} = 23.25 - 21.74 = 1.51'$$

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

VESSEL SURVEYED IN DRYDOCK FOR DOCKING AND FREEBOARD ASSIGNMENT.

Builder's name and yard number HANSEN S.B. & SHIP-REPAIRING CO. LTD. YARD NO.

Names of sister ships ✓

Owners SPILLERS, LTD.

Fee £ 6 : 16 : 0

Received by me [Signature]



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