

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~having *Raised Quarter Deck, bridge & forecastle*Port of Survey *HULL**POLAKERRIS*

(Type of Superstructures.)

Date of Survey *July 11th 1932*

Ship's Name

Nationality and Port of

Registry

Official Number

Gross Tonnage

Date of Build

*Henrice**British
Hull**144079**692**1921-5*Name of Surveyor *Malcolm*Moulded Dimensions: Length *175.0* Breadth *28.75* Depth *13.6*Moulded displacement at moulded draught = 85 per cent. of moulded depth *1217* tonsCoefficient of fineness for use with Tables *.735*Particulars of Classification *+100 A1**5.5. Hul. No. 2-29*

Depth for Freeboard (D)

Moulded depth *13.50*Stringer plate *.04*

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$ *none*Depth for Freeboard (D) = *13.54*

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R = $(13.54 - 11.67) 1.346$
= *+2.82*

(b) Where D is less than Table depth (if allowed)

(Table depth - D) R = *-*If restricted by superstructures *-*

Round of Beam correction

Moulded Breadth (B) *28.75*Standard Round of Beam = $\frac{B \times 12}{50} =$ *6.93*Ship's Round of Beam = *7.21*Difference *inches .32*

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ *.32 (1 - .7521)*
= *.02*

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 ...	<i>98.66</i>	<i>98.66</i>	<i>3-6"</i>	<i>-</i>	<i>98.66</i>
" overhang ...					
Bridge enclosed ...	<i>11.00</i>	<i>11.00</i>	<i>7-0"</i>	<i>-</i>	<i>11.00</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed <i>equi</i> ...	<i>20.89</i>	<i>20.89</i>	<i>7-0"</i>	<i>-</i>	<i>20.89</i>
" overhang ...	<i>3.66</i>	<i>1.05</i>			<i>1.05</i>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>132.66</i>	<i>131.60</i>			<i>131.60</i>

Standard Height of Superstructures *6.00*" " R.Q.D. *3.50*Deduction for complete superstructure *23.50*Percentage covered $\frac{S}{L} =$ *.7521*" $\frac{S_1}{L} =$ *.7521*" $\frac{E}{L} =$ *.7521*Percentage from Table, Line A. *-*(corrected for absence of fore-castle (if required)) *-*Percentage from Table, Line B. *-*(corrected for absence of fore-castle (if required)) *-*Interpolation for bridge less than 21 ft (if required) *-*Deduction = *23.50 x .6941 = 16.31*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>27.50</i>	<i>1</i>	<i>27.50</i>	<i>43.50</i>	<i>43.50</i>	<i>43.50</i>	<i>1</i>	<i>43.50</i>	<i>43.50</i>
$\frac{1}{2}$ L from A.P. ...	<i>12.24</i>	<i>4</i>	<i>48.96</i>	<i>18</i>	<i>20.15</i>	<i>20.15</i>	<i>4</i>	<i>80.60</i>	<i>80.60</i>
$\frac{3}{8}$ L " ...	<i>3.03</i>	<i>2</i>	<i>6.06</i>	<i>6</i>	<i>5.04</i>	<i>5.04</i>	<i>2</i>	<i>10.08</i>	<i>10.08</i>
Amidships ...	<i>-</i>	<i>4</i>	<i>-</i>	<i>0</i>	<i>-</i>	<i>-</i>	<i>4</i>	<i>-</i>	<i>-</i>
$\frac{3}{8}$ L from F.P. ...	<i>6.08</i>	<i>2</i>	<i>12.10</i>	<i>8</i>	<i>8.59</i>	<i>8.59</i>	<i>2</i>	<i>17.18</i>	<i>17.18</i>
$\frac{1}{2}$ L " ...	<i>24.48</i>	<i>4</i>	<i>97.92</i>	<i>33</i>	<i>34.37</i>	<i>34.37</i>	<i>4</i>	<i>137.48</i>	<i>137.48</i>
F.P. ...	<i>55.00</i>	<i>1</i>	<i>55.00</i>	<i>67.50</i>	<i>67.50</i>	<i>67.50</i>	<i>1</i>	<i>67.50</i>	<i>67.50</i>
Total ...			<i>247.54</i>					<i>356.34</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *inches 2.24*If limited on account of midship superstructure. *-*Mean actual sheer aft = *inches*Mean standard sheer aft = *inches*Mean actual sheer forward = *inches*Mean standard sheer forward = *inches*Length of enclosed superstructure forward of amidships = *12*" " aft of " = *50*Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = *17.04*Summer freeboard = *3.81*Moulded draught (d) = *13.23*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *3.31*Addition for Winter North Atlantic Freeboard (if required) = *2*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *1438*

Tons per inch immersion at summer load water line

 $T =$ *10.28*Deduction = $\frac{\Delta}{40T}$ inches= *3.50*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.735 + .68}{1.36} = \frac{1.415}{1.36}$ Depth Correction *2.52*Deduction for superstructures *16.31*Sheer correction *2.82*Round of Beam correction *.02*

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. *42.00*Summer Freeboard = *45.77*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel Deck:—Tropical Fresh Water Line above Centre of Disc *5.4*Fresh Water Line " " *3.2*Tropical Line " " LIMITED *1.2*Winter Line below " " *3.4*Winter North Atlantic Line " " *5.4*Tropical Fresh Water Freeboard *3'-9 3/4"*Fresh Water " " *3'-4 1/2"*Tropical " LIMITED *3'-8"*Winter " " *4'-1"*Winter North Atlantic " " *4'-3"*

14 JUL 1932

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	{	Height above Deck	...	...	...	...	...	...	...
		Thickens { Sides	...	...	...	...	...	...	...
		Ends	...	...	...	...	...	...	...
		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	...	...	...	...	...	...	...
		Thickness	...	...	...	...	...	...	...
		How fitted	...	...	...	...	...	...	...
		Bearing Surface	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...	...	...
<p>*Are wood fore and afters steel shod at all bearing surfaces? <i>Yes</i></p> <p>Are battens and wedges efficient and in good condition? <i>Yes</i></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <i>Ring bolts fitted</i></p> <p>Are lashings provided in accordance with rule requirements? <i>Ring bolts fitted</i></p>									

Particulars of fiddle, funnel and ventilator coamings:— *Holdhold gratings covered by strong steel hinged covers. — repairs are required to grating coamings & fastenings. Repairs are required to ventilators on fiddle tops. Engine room skylights 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:—

Cochran & Sons, Ltd.
Ice Deck: 6" dia coamings 30" x .3 to accomdi. 36" x .35" hold.
In well: 10" " 36" x .34" hold.
R.Q. Sh: 10" " 36" x .34" hold.

Ventilators constructed in accordance with Rule. Wood plugs and canvas covers are provided.

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

Ice Deck: 3" dia. 24" high P.N. to F.P. Tank
In well: 3" " 26" high S.N. " DB
R.Q. Sh: 3" " 24" x 30" high S.N. " "

Wood plugs & drip trap holes are being provided.

Particulars of Gangway Cargo and Coaling Ports:—

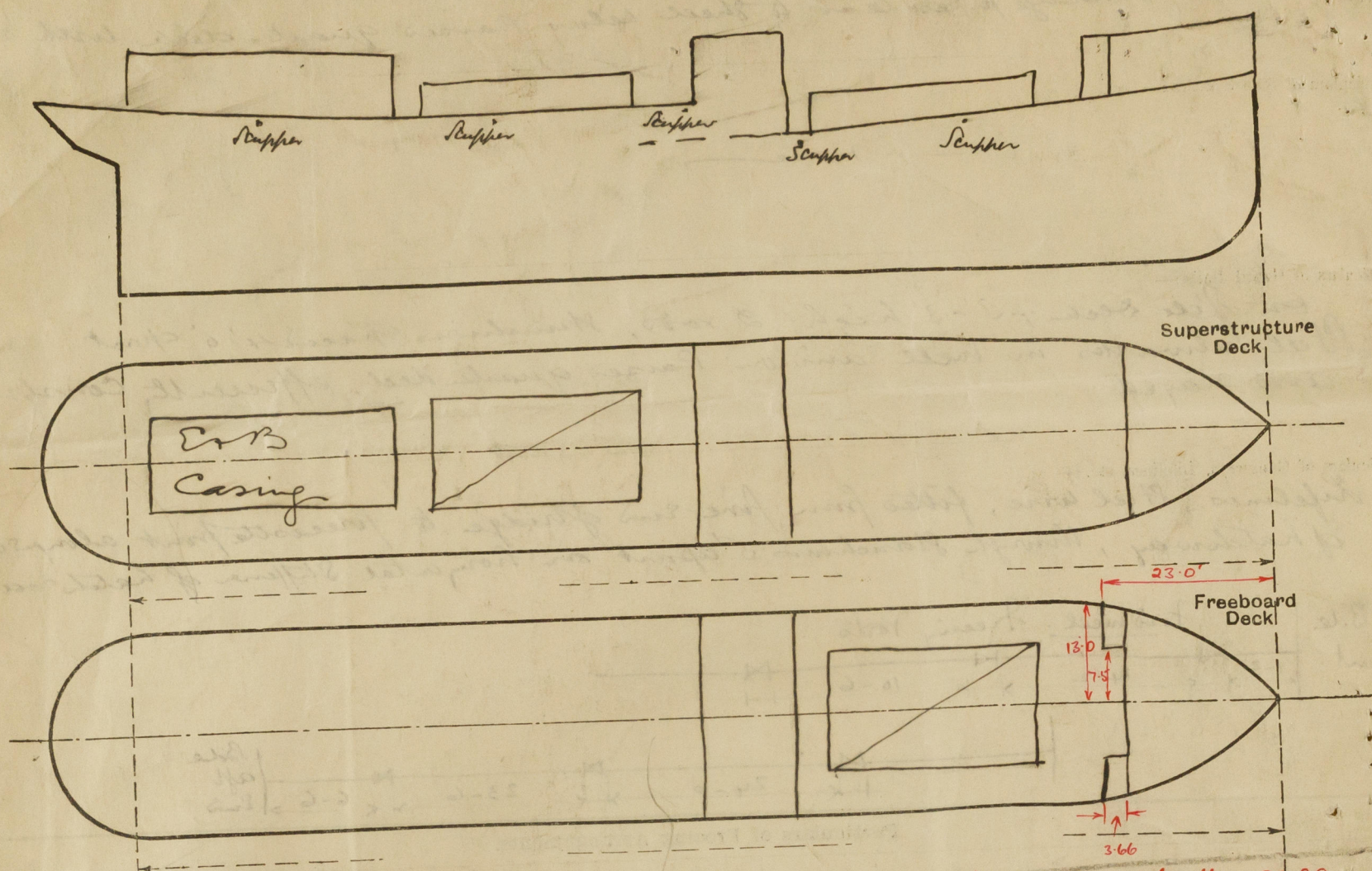
None



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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:—



Freeboard Survey held afloat.
No part of Special Periodical Survey
was held at this time.

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

A displacement scale & outline
arrangement plan are forwarded
for reference & please return to
Hull Office.

Kel $\frac{3}{4}$
85% mld D = 11.48 - 11'6" BK Sub A = 1223
mld = 1217
Summer mld. 13.23 = 13'3" BK
Sub A = 1238
T.P. = 10.28

Builder's name and yard number Cochranes & Sons, Ltd.

Names of sister ships "Errix"

Owners R. Rix & Sons.

Fee £ 6 : 16 : 9

Received by me



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