

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
 having ONE DECK (STEEL) AND 2ND DECK (STEEL) IN FORWARD HULL.
POOP AND BRIDGE COMBINED. FORECASTLE.
 (Type of Superstructures.)

Ship's Name "TALUNE"	Nationality and Port of Registry BRITISH HOBART	Official Number 153895	Gross Tonnage 2742	Date of Build 1930-2
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Moulded Dimensions: Length 315' Breadth 45'-25" Depth 22'-3"
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 5490. tons
 Coefficient of fineness for use with Tables .713.

Port of Survey SYDNEY N.S.W.
 Date of Survey 11/7/35 22/7/35
 Name of Surveyor Jas. C. Enskine of Wade (Act.)
 Particulars of Classification +100 A1 S.S. SYD. N.S.W.

Depth for Freeboard (D) Moulded depth <u>22'-3"</u> Stringer plate <u>.07</u> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \frac{2.5}{12} \left(\frac{315-215}{315} \right) = .207$ Depth for Freeboard (D) = <u>22'-28"</u>	Depth correction (a) Where D is greater than Table depth (D-Table depth) R = <u>1.39</u> $(22.39 - 21.00) \times 2.423 = + 3.37$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>-</u> If restricted by superstructures <u>-</u>	Round of Beam correction Moulded Breadth (B) <u>45'-25"</u> Standard Round of Beam = $\frac{B \times 12}{50} = 10.86$ Ship's Round of Beam = <u>11"</u> Difference <u>.14</u> Restricted to <u>-</u> Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.14}{4} \times .3287 = -.01$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed <u>41.25</u>	<u>11.26</u>	<u>11.26</u>	<u>8.65'</u>	<u>-</u>	<u>11.26</u>	Standard Height of Superstructure <u>6.65'</u>
" overhang ...	<u>4.58</u>	<u>2.43</u>	<u>8.65'</u>	<u>-</u>	<u>2.43</u>	" " R.Q.D. <u>✓</u>
R.Q.D. enclosed	<u>87</u>					Deduction for complete superstructure <u>36.33</u>
" overhang						Percentage covered $\frac{S}{L} = 68.26$
Bridge enclosed...	<u>144.00</u>	<u>144.00</u>	<u>8.65'</u>	<u>-</u>	<u>144.00</u>	" $\frac{S_1}{L} = 67.13$
" overhang aft						" $\frac{E}{L} = 67.13$
" overhang forward						Percentage from Table, Line A. <u>58.12</u>
Fore enclosed ...	<u>50.29</u>	<u>50.29</u>	<u>7.65'</u>	<u>-</u>	<u>50.29</u>	(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...	<u>4.58</u>	<u>3.51</u>	<u>8.65'</u>	<u>-</u>	<u>3.51</u>	Deduction = <u>36.33 × 58.12 = - 21.12</u>
" forward						
Total ...	<u>215.00</u>	<u>211.49</u>			<u>211.49</u>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>41.50</u>	1	✓	<u>41.50</u>	<u>42.00</u>	<u>42.00</u>	1	✓	<u>42.00</u>
$\frac{1}{2}$ L from A.P. ...	<u>18.47</u>	4	✓	<u>73.88</u>	<u>18.69</u>	<u>18.17</u>	4	✓	<u>72.68</u>
$\frac{2}{3}$ L " ...	<u>4.565</u>	2	✓	<u>9.13</u>	<u>4.62</u>	<u>4.54</u>	2	✓	<u>9.08</u>
Amidships ...	<u>-</u>	4		<u>-</u>	<u>0</u>	<u>-</u>	4		<u>-</u>
$\frac{2}{3}$ L from F.P. ...	<u>9.13</u>	2	✓	<u>18.26</u>	<u>9.24</u>	<u>9.13</u>	2	✓	<u>18.26</u>
$\frac{1}{2}$ L " ...	<u>36.94</u>	4	✓	<u>147.76</u>	<u>37.38</u>	<u>36.53</u>	4	✓	<u>146.12</u>
F.P. ...	<u>83.00</u>	1	✓	<u>83.00</u>	<u>84.00</u>	<u>84.00</u>	1	✓	<u>84.00</u>
Total ...				<u>373.53</u>					<u>372.14</u>

Mean actual sheer aft = Deficient
 Mean standard sheer aft = Deficient
 Mean actual sheer forward = Deficient
 Mean standard sheer forward = Deficient
 Length of enclosed superstructure forward of amidships = > .02
 " " aft of " = > .1 L

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1.39}{18} \left(.75 - \frac{.3413}{2} \right) = + .03$$

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.
 Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 22'-35"
 Summer freeboard = 2'-50"
 Moulded draught (d) = 19'-85"

Correction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.96 = 5"
 Addition for Winter North Atlantic Freeboard (if required) = 5" + 2" = 7"

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$
 Tons per inch immersion at summer load water line
 $T =$

Deduction = $\frac{\Delta}{40 T}$ inches
 $\frac{d}{4} = 5"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction ...	<u>3.37</u>	<u>-</u>
Deduction for superstructures ...	<u>-</u>	<u>21.12</u>
Sheer correction ...	<u>0.03</u>	<u>-</u>
Round of Beam correction ...	<u>-</u>	<u>0.01</u>
Correction for Thickness of Deck amidships ...	<u>-</u>	<u>0.48</u>
Other corrections, scantlings, etc. ...	<u>-</u>	<u>-</u>
	<u>3.40</u>	<u>21.61</u>

Summer Freeboard = 30'-08"SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, 1/4" Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... 10"
 Fresh Water Line " " ... 5"
 Tropical Line " " ... 5"
 Winter Line below " " ... 5"
 Winter North Atlantic Line " " ... 7"

Tropical Fresh Water Freeboard ... 2'-6"
 Fresh Water " " ... 2'-1"
 Tropical " " ... 2'-1"
 Winter " " ... 2'-1"
 Winter North Atlantic " " ... 3'-1"

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Value

Particulars of fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways :—

Compare in ways within steel deck houses.

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

Particulars of Ventilators in exposed positions in treedock and superstructure decks:-

on Forecastle:- 2-20" dia. 16 hold. 3-10" dia. 16 forecath. 1-9" dia. 16 fore peak.

on Fore Deck:- 4-20" dia. 16 hold. 2-15" dia. 16 hold. 1

on Bridge Deck:- 2-20" dia. 16 hold. 2-15" dia. 16 hold. 1-10" dia. 16 bridge well.

2-9" dia. 16 sec. over station. 2-9" dia. 16 steering gear compartment.

all ventilator casings 36" riveted to deck plating and fitted with screw plugs and canvas covers.

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

Articulators of Air Pipes in exposed positions of freeboard, ~~round quarters~~ or superstructure decks:-

on Overcast Deck:- 1- 3 1/2" dia. 2- 3 1/4" dia. 1- 3" dia. height to floorings 8 1/2" to 10". Cast iron.

on True Deck:- 2- 3 1/2" dia. x 30" high. 6- 2 1/4" dia. x 36" high. 2- 2 1/4" x 11" high. Mild steel.

4- 3" dia. x 9" to 10 1/2" high. cast iron.

on Bridge Deck:- 1- 4 1/2" dia. x 10" high. 12- 4" dia. x 9" high. 2- 3" dia. x 15" high. 4- 2" dia. x 12" high. Cast steel.

all air pipes Brown neck type. Protected by bulwarks on free and bridge decks, and canvas covers on

Particulars of Gangway Cargo and Coaling Ports:—

None.

Particulars of Scuppers and Sanitary Discharge Pipes — Scuppers, in Foreland Deck: — 4" dia. each fitted with one automatic gun-metal stem valve. 1 each side: — 4 in way of N^o 6 and 7 hatches. One in foreage well and one in steering gear compartment. The scuppers in way of N^o 6 and 7 hatches derive from bilge skates which are fitted with gratings and mild steel cover plates secured by slides. Sanitary Discharge and Scuppers from accommodation are each fitted with one automatic gun-metal stem valve. No scuppers were found from spaces below the foreland deck.

Particulars of Side Scuttles:

In Bridge and Poop:- $9\frac{1}{2}$ dia. with gun metal frames and all fitted with hinged dead lights.
No side scuttles below the foreward deck. ✓

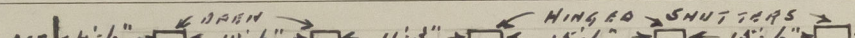
Particulars of Guard Rails :—

on Forecastle:- 3 bar rails, 3'6" in height.
Bulkheads on Fore Deck 3'8" and on Bridge Deck and Poop 3'5"

Particulars of Gangways, Lifelines, etc.:—

Temporary life lines arranged and fitted when required.
crew but used amid ships.

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 ... <i>Deck</i> ...	164' 8 1/2"	3' 3"	31" x 23"	3	40.7 <i>#</i>	33 <i>#</i>
" <i>Tonnage Well</i>	10' 0"	3' 6"	36" x 24"	1	6 <i>#</i>	
Forward Well ...	100' 0"	3' 8"	31" x 23"	3	40.7 <i>#</i>	20 <i>#</i>

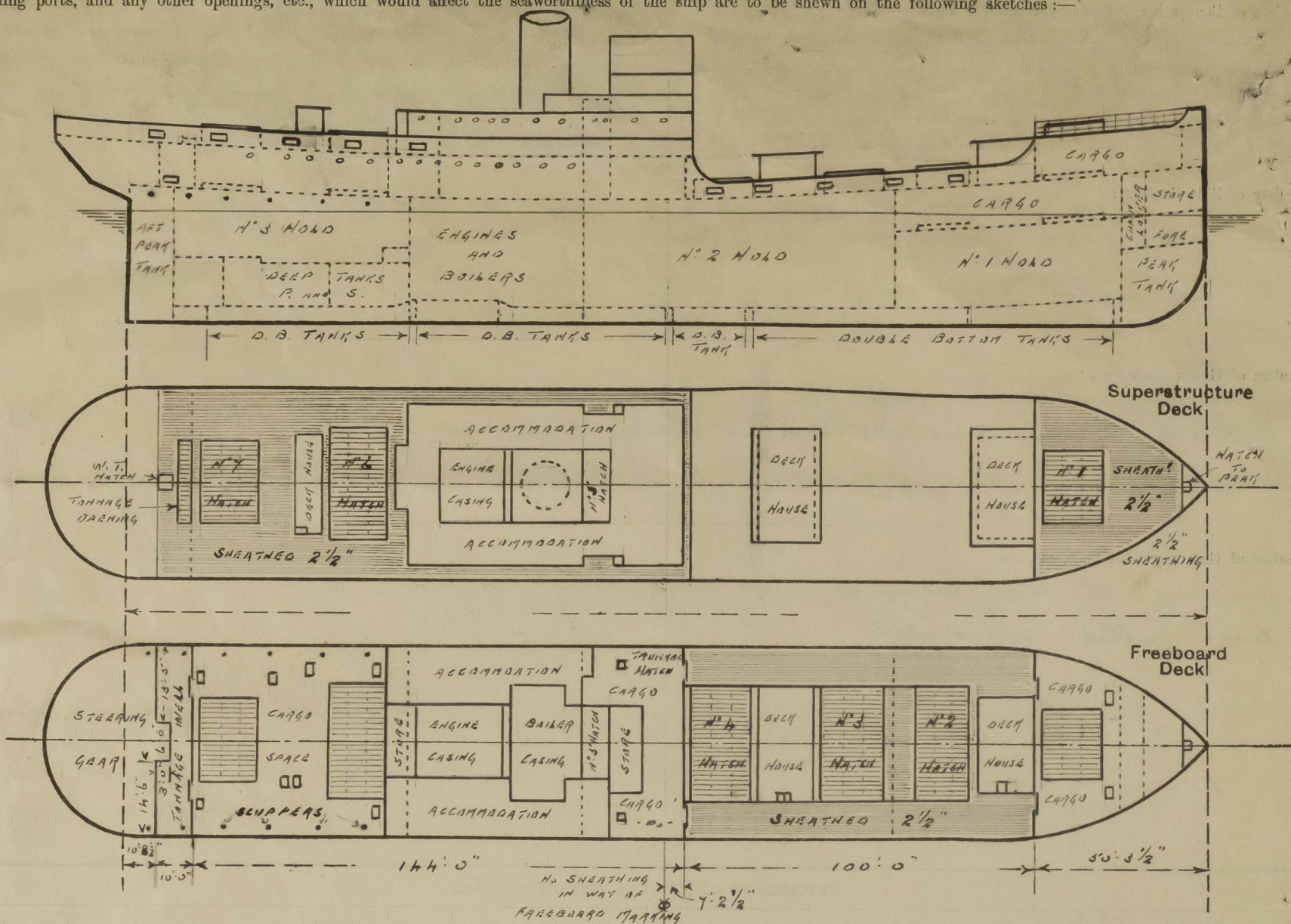
State position of each freeing port. ... } After Well *Deck*  *SNUTTERS*
(F. and A. position and height above deck edge) } Forward Well *Deck*
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — *Fitted with 2 hinged solid bars.*
All freeing ports on After Deck and Tonnage well fitted with hinged shutters.
Additional area where sheer is standard. *Height above deck edge: — Fore well 8". After Deck 7 1/2". Tonnage well 10".*

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 ... ..	.32"	.32"	3" x 2 1/2" x .32"	36"	NONE	NONE	✓	8' 6"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	.26"	.26"	3" x 2 1/2" x .32" FOR 114645 IN WAY OF WATER	31"	NONE	5'4" x 36 1/2"	22"	8' 6"
Bridge, Forward Bulkhead ... ..	.44"	.38"	8" x 3 1/2" x .40"	32"	495 TOP 8 BOTTOM	5'9" x 45"	16"	8' 6"
Forecastle Bulkhead ... ..	.42"	.36"	3" x 3" x .32"	36"	2194615 TOP 3 BOTTOM	62" x 37"	16"	7' 6"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks ... ..	.38"	.32"	4" x 3 1/2" x .32"	30"	3946473 TOP CONFIRMED	63" x 23"	16 1/2"	7' 7 1/2"
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..	.38"	.32"	4" x 3 1/2" x .32"	30"	TO DISC 132601	5'9 1/2" x 23 1/2"	16	8' 6"
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	Steel plates secured by hook bolts not passing through the bulk head.
Bridge, Forward Bulkhead	Hinged steel doors which can be operated from outside only.
Forecastle Bulkhead	Steel bands in riveted channels full height of opening.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Super-structure Decks	Hinged steel doors. Can be operated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel doors. Can be operated from both sides.
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:—



Cargo vessel usually trading on the Australian Coast, now surveyed afresh with but including any portion of a Special Survey.

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

Hatches on Freeboard Deck:— To Fore Peak (within forecabin):— 26 1/2 x 24. 9" S.A. casing. 2 1/2" wood cover on 2 1/2" rests. Fitted with cleats, battens and hemp lashings.
To No. 1 Hold (within forecabin):— One each side, 29" x 21", 9" ball angle casings. 2 1/2" wood cover on 2 1/2" rests. Fitted with cleats, battens and hemp lashings.
To No. 1 and 2 Holds:— (Within steel deck houses which are fitted with hinged steel doors having rubber joints and secured by wedge fastenings) each 2'6" x 2'4", with 3" angle frame — no covers or battening arrangements. 16" sill to doors.
To No. 3 Hold (within bridge):— 4 on fore side, 2 on starboard side, each 2'6" x 1'9" and 2 on starboard side each 2'6" x 2'6". All having 9" ball angle casings. 2 1/2" wood covers on 2 1/2" rests and fitted with cleats, battens and hemp lashings.
Hatches on Superstructure Decks:— To Fore Peak:— 27" x 23". Casing 24" high x .38". Fitted with hinged steel cover having rubber joint and secured by screw fastenings.
To No. 2 Hold (trunked through bridge):— One each side, 24" x 23 1/2". Casings 20" high x .38". Fitted with steel covers having rubber joints and secured by screw fastenings.
To No. 3 Hold:— (Within steel deck house having hinged steel door with rubber joint, and secured by wedge fastenings, 19 1/2" sill.) 35" x 23 1/2" with 3" angle frame. No covers.
To Steering Gear Compartment:— 42" x 35 1/4". Casing 24" high x .38". Fitted with steel cover having rubber joint and secured by screw fastenings.
Tonnage opening:— 4'7" x 18'0". 9" ball angle casing. 2 1/2" wood cover on 3" rests secured by hemp lashings on under side. Breadth of superstructure deck in way of tonnage opening 59'2".

Builder's name and yard number

Blythwood Shipbuilding Co. Ltd. Yard No. 27.

Names of sister ships

Owners

Union S.S. Co. of New Zealand Ltd.

Fee £

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Received by me

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