

# Lloyd's Register of Shipping.

43544

## SURVEYS FOR FREEBOARD

1899

MAY 1952

FRISHTA 39805

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having **FORECASTLE ONLY**

Port of Survey **KARACHI**

Date of Survey

Name of Surveyor **J. JOHNSTON**

Ship's Name **FORMA** Nationality and Port of Registry **KARACHI (PAKISTAN)** Official Number **191032** Gross Tonnage **470.7** Date of Build **1941**

(EX. H.M.I.S. 'TRAVANCORE')

Moulded Dimensions: Length **150'-0"** Breadth **27'-6"** Depth **15'-0"**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **960** tons

Coefficient of fineness for use with Tables **68** (Actual less than .68)

Particulars of Classification **A WITH FREEBOARD FOR TOWING SERVICES ON THE COAST OF INDIA & PERSIAN GULF AND CHITTAGONG**

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	15'-0"	(a) Where D is greater than Table depth (D-Table depth) R =	(15.03-10.11) 1.67 = + 5.74	Moulded Breadth (B)	27'-6"
Stringer plate	0'-0 3/8"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	4.92	Standard Round of Beam = $\frac{B \times 12}{50}$	0'-6.6"
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures	✓	Ship's Round of Beam	0'-7.0"
Depth for Freeboard (D) =	15'-0 3/8"			Difference	0'-0.4"
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right)$	.1 x 8273 = - .08

### DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)	
Poop enclosed					Standard Height of Superstructure 6.00
„ overhang					„ „ R.Q.D. -
R.Q.D. enclosed					Deduction for complete superstructure 21.17
„ overhang					Percentage covered $\frac{S}{L} =$
Bridge enclosed					„ „ $\frac{S_1}{L} =$ 17.30
„ overhang aft					„ „ $\frac{E}{L} =$
„ overhang forward					Percentage from Table, Line A. 8.65
F'cle enclosed	26'-3"	26.25	6'-7"	26.05	(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					Deduction = 21.17 x 0.865 = - 1.83
„ „ forward					
Total	26.25	26.25		26.25	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	25.17	1	25.17	2'-10"	34.0	1	34.00			Mean actual sheer aft = >
1/8 L from A.P.	11.20	4	44.80	1'-3"	15.0	4	60.00			Mean actual sheer forward = >
2/8 L	2.77	2	5.54	0'-4"	4.0	2	8.00			Mean standard sheer forward = >
Amidships	-	4	-	-	-	4	-			Length of enclosed superstructure forward of amidships =
3/8 L from F.P.	5.535	2	11.07	0'-8"	8.0	2	16.00			„ „ aft of „ = NIL
1/4 L	22.40	4	89.60	2'-3"	27.0	4	108.00			
F.P.	50.34	1	50.34	4'-4"	52.0	1	52.00			
Total			226.52				278.00			

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75-S}{2L} \right) = \frac{51.48}{18} \left( \frac{.75-.0865}{2 \times 150} \right) = - 1.90$

If limited on account of midship superstructure. Yes, Nil.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

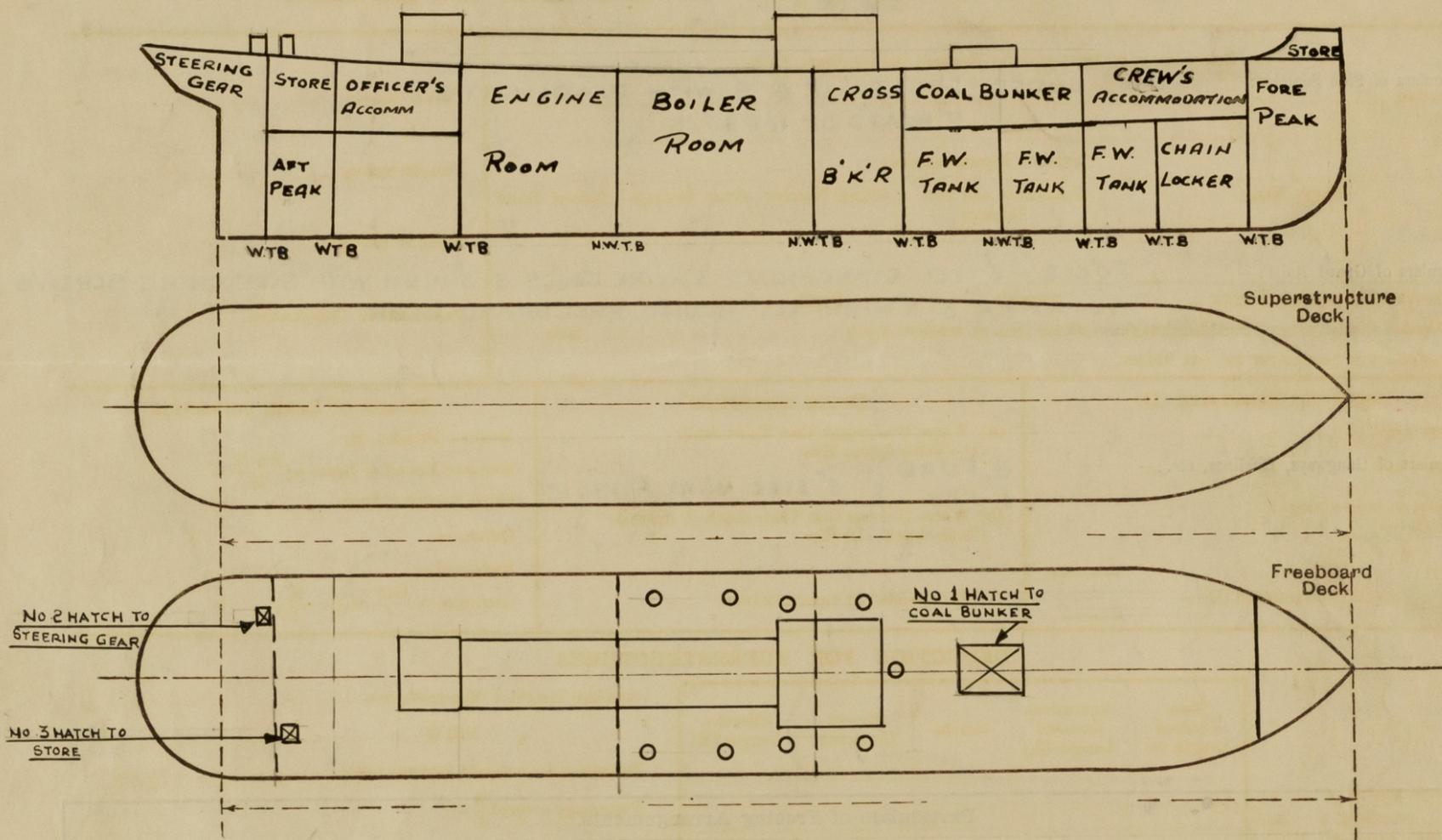
Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = 15.03 Ft.	Δ =	
Summer freeboard = 2.02	Tons per inch immersion at summer load water line	Depth Correction ... 5.74
Moulded draught (d) = 13.01	T =	Deduction for superstructures ... 1.83
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.25 = 3 1/4	Deduction = $\frac{\Delta}{40 T}$ inches	Sheer correction ...
Addition for Winter North Atlantic Freeboard (if required) = Not assigned	$d/4 = 3 1/4$	Round of Beam correction ... .08
		Correction for Thickness of Deck amidships ...
		Other corrections, scantlings, etc. (to summer immersed draught of 13'-0") 4.68
		Summer Freeboard = 24.25

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

Tropical Fresh Water Line above Centre of Disc	6 1/2"	Tropical Fresh Water Freeboard	1.534
Fresh Water Line	3 1/4"	Fresh Water	1.9
Tropical Line	3 1/4"	Tropical	1.9
Winter Line below	NOT ASSIGNED	Winter	NOT ASSIGNED
Winter North Atlantic Line	NOT ASSIGNED	Winter North Atlantic	NOT ASSIGNED



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:—



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

THE VESSEL IS CONVERTED FROM H.M. BASSETT TRAWLER TRAVANCORE  
 ALL VENTILATORS & AIR PIPES PROVIDED WITH EFFICIENT PLUG AND CANVAS COVERS. ✓  
 ALL OVERBOARD DISCHARGES FROM SPACES ON OR ABOVE THE FREEBOARD DECK ARE  
 FITTED WITH STORM VALVES.  
 THE MINIMUM DISTANCE BETWEEN THE LOWER EDGE OF SIDE SCUTTLES AND THE MEAN  
 DRAFT LINE IS 22" MEASURED FROM 13'-0" DRAUGHT.  
 ALL DEAD LIGHTS ARE BRONZE. ✓  
 THE FREEING PORT AREA ON EACH SIDE IS 27 SQ. FT. ✓  
 ALL HATCHES ARE PROVIDED WITH CLEATS, BATTENS AND TARPULINS EXCEPT THE STEERING  
 GEAR SPACE AND STORE SPACE HATCH WHICH HAVE STEEL HINGED COVERS ✓

*Kesh*

Builder's name and yard number **GARDEN REACH WORKSHOP, CALCUTTA. - 258**  
**CONVERTED BY BRITISH INDIA ENGINEERING WORKS, KARACHI.**  
 Names of sister ships \_\_\_\_\_  
 Owners **EAST & WEST STEAMSHIP CO., KEAMARI, PAKISTAN.**

Fee *Rs 375/-0-0*

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