

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

11,167

Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having *Poop and Forecastle*

(Type of Superstructures.)

Ship's Name "BRUNSWICK"	Nationality and Port of Registry <i>Panama</i>	Official Number <i>8447</i>	Gross Tonnage <i>8890.39 (2612/69)</i>	Date of Build <i>1928-8</i>
Moulded Dimensions: Length <i>469.0</i>	Breadth <i>63.0</i>	Depth <i>36.45</i>		
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>20990</i>			tons	
Coefficient of fineness for use with Tables <i>.796</i>				

Port of Survey *Belfast*

Date of Survey *3rd November 1933.*

Name of Surveyor *A. Alton.*

Particulars of Classification *+100 A.1*
Carrying petroleum in bulk.
Longitudinal framing.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>36.45</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(36.81 - 31.27) x 3 = + 16.62</i>	Moulded Breadth (B) <i>63.0</i>
Stringer plate ... <i>.06</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{63.0 \times 12}{50} = 15.12$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>15.00</i>
Depth for Freeboard (D) = <i>36.81</i>		Difference = <i>.12</i>
		Restricted to
		Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12}{4} \times .6887 = + .02$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ... <i>149.45</i>	<i>106.08</i>	<i>106.08</i>	<i>8.0</i>	<i>✓</i>	<i>106.08</i>
" overhang ... <i>225.12-28</i>					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ... <i>39.92</i>	<i>39.92</i>	<i>39.92</i>	<i>4.5</i>	<i>✓</i>	<i>39.92</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>146.00</i>	<i>146.00</i>			<i>146.00</i>

Standard Height of Superstructure	<i>7.5</i>
" " R.Q.D.	<i>✓</i>
Deduction for complete superstructure	<i>42</i>
Percentage covered $\frac{S}{L} =$	<i>31.13</i>
" " $\frac{S_1}{L} =$	<i>31.13</i>
" " $\frac{E}{L} =$	<i>31.13</i>
Percentage from Table, <i>Line A. Tanker</i>	<i>22.132</i>
(corrected for absence of forecastle (if required))	
Percentage from Table, <i>Line B.</i>	<i>✓</i>
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction =	<i>42 x .2213 = - 9.29.</i>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>56.90</i>	1		<i>56.90</i>	<i>45.00</i>	<i>45.00</i>	1		<i>45.00</i>
$\frac{1}{4}$ L from A.P. ...	<i>25.32</i>	4		<i>101.28</i>	<i>7.00</i>	<i>7.00</i>	4		<i>28.00</i>
$\frac{3}{4}$ L " ...	<i>6.26</i>	2		<i>12.52</i>	<i>✓</i>	<i>-</i>	2		<i>-</i>
Amidships ...	<i>-</i>	4		<i>-</i>	<i>✓</i>	<i>-</i>	4		<i>-</i>
$\frac{3}{4}$ L from F.P. ...	<i>12.52</i>	2		<i>25.04</i>	<i>✓</i>	<i>-</i>	2		<i>-</i>
$\frac{1}{4}$ L " ...	<i>50.64</i>	4		<i>202.56</i>	<i>3.00</i>	<i>3.00</i>	4		<i>12.00</i>
F.P. ...	<i>113.80</i>	1		<i>113.80</i>	<i>75.00</i>	<i>75.00</i>	1		<i>75.00</i>
Total ...				<i>512.10</i>					<i>160.00</i>

Mean actual sheer aft = *Deficient*Mean actual sheer forward = *Deficient*Length of enclosed superstructure forward of amidships = *✓*
 " " aft of " = *✓* } *Sheer Deficient*

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{352.10}{18} \left(.75 - \frac{.1556}{2} \right) = + 11.63$$

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 = *36.81*

Summer freeboard = *8.1381*

Moulded draught (d) = *28.6800*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *7.17 = 7 1/4*Addition for Winter North Atlantic Freeboard (if required) = *4.69 = 4 3/4*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *11,891.5*

Tons per inch immersion at summer load water line

T = *60.86*Deduction = $\frac{\Delta}{40T}$ inches= *7.98 .80*= *8 7/8*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$$\frac{.796 + .68}{1.36} = \frac{1.476}{1.36} = 1.085$$

Depth Correction ... *16.62*Deduction for superstructures ... *9.29*Sheer correction ... *11.63*Round of Beam correction ... *.02*Correction for Thickness of Deck amidships ... *-*Other corrections, scantlings, etc. ... *-*

28.27

9.29

+ 18.98

Summer Freeboard = *105.76*

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

Tropical Fresh Water Line above Centre of Disc

Fresh Water Line " "

Tropical Line " "

Winter Line below " "

Winter North Atlantic Line " "

*14 3/4**8 7/8**7 1/4**11 3/4**11 3/4*

Tropical Fresh Water Freeboard ...

Fresh Water " "

Tropical " "

Winter " "

Winter North Atlantic " "

*7-6 1/2**8-1 1/2**8-2 1/4**9-5 1/4**9-9 1/2**7-7**8-2**8-2 3/4**9-4 3/4**9-9 1/2*

8 NOV 1933

5m.332.

MARKING FORM

28 SEP 1937

RECEIVED

MARKING FORM

28 JAN 1937

RECEIVED

MARKING FORM

11 NOV 1933

RECEIVED

Lloyd's Register

Foundation

003038-003045-0070

Look at

Particulars of fiddley, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

how.

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

Particulars of Gangway Cargo and Coaling Ports:—

how.

Brunswick

Particulars of Side Scuttles:—

Particulars of Guard Rails :—

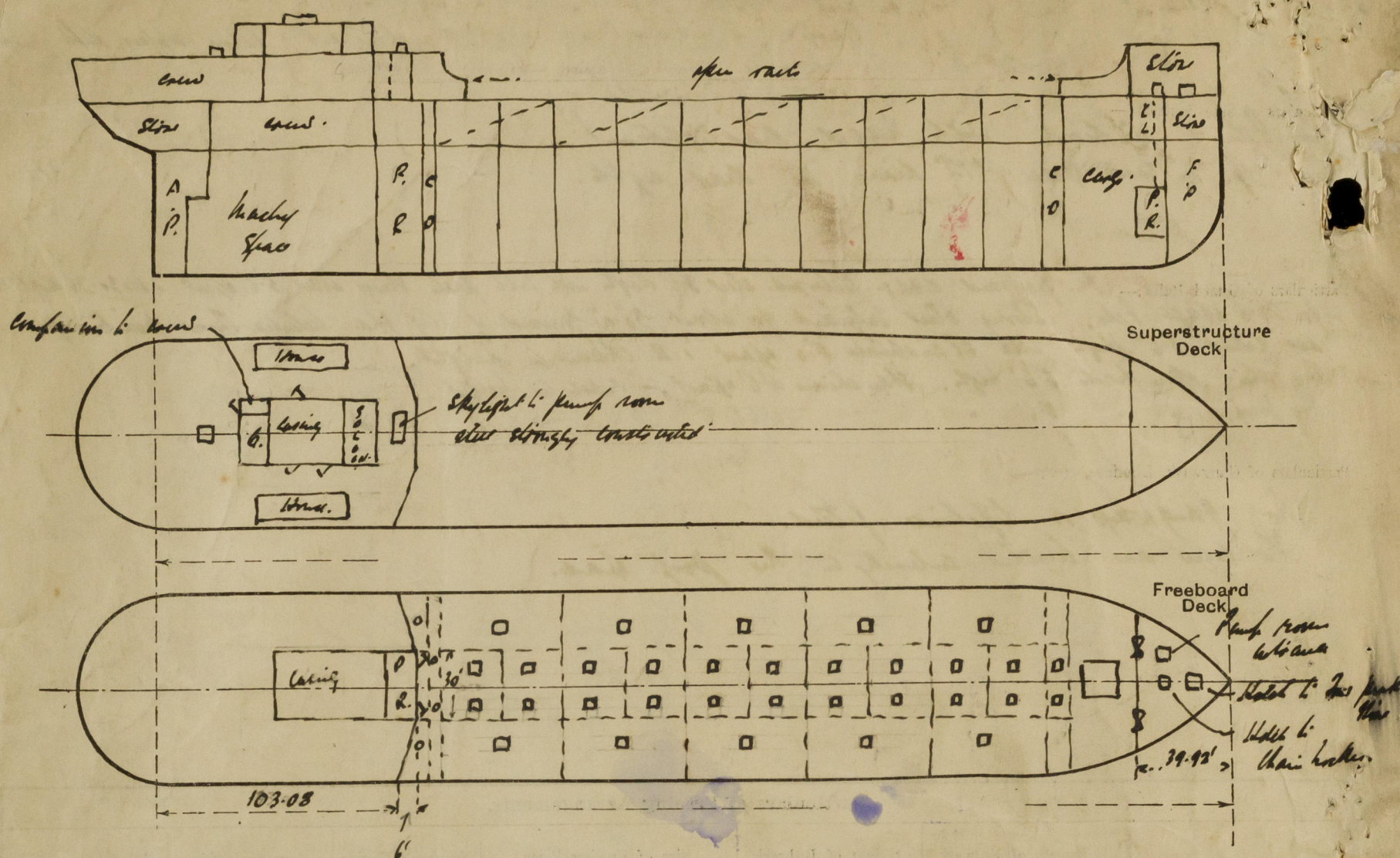
Particulars of Gangways, Lifelines, etc. :—

Particulars of Freeing Arrangements.

Particulars of Superstructures, Trunks, Casings, DeckhousesParticulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	...	Slung star w/d. door. operate from both sides
Raised Quarter Deck Bulkhead	...	...	✓
Bridge, After Bulkhead	...	...	✓
Bridge, Forward Bulkhead	...	...	✓
Forecastle Bulkhead	...	...	✓	2 nd over shifting boards in painted channels extending full height of openings.
Exposed Machinery Casings on Fore-board or Raised Quarter Decks	...	...	✓
Exposed Machinery Casings on Super-structure Decks	...	...	✓	Slung star doors capable of being operated 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 shewn on the following sketches:—



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

Please see London letter dated 26/10/33 to Secretary Liverpool. regarding assignment of Convention freeboards.

Displacement Particulars.

Light displacement: 14735 Tons.
 Dead weight at 26'10" extreme draught: 13210 Tons. I.P.S.: 60.4 Tm
 do - 28'2" - - - 14180 - - - 60.6 -
 do - 29'0" - - - 14790 - - -

The vessel is undergoing docking Survey only.

As the vessel is expected to leave from this port about the 11th inst. a reply by return is requested.

Los Angeles report dated February 1931 is returned herewith.

Builder's name and yard number.

Wm. Leath S.B. & Co. Ltd. Greenock. No. 534.

Names of sister ships

Owners

Atlantic Lin. Shipping Co.

Fee £

16 : 3 : 0.

Received by me



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