

Right of the Cross 32842
Right of the Realm 33570

B.T. COPY

Copy Written.

005838-003843-0222 1/2

2 APR 1932

Index. No. 33333
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

22940.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having ATHOS
JALAMANI
STAPPAHAN
(Type of Superstructures.)
Ship's Name KNIGHT OF THE ROSE
Nationality and Port of Registry British Indian
Newport, Mon.
Official Number 145653
Gross Tonnage 3865
Date of Build 1929-7
Moulded Dimensions: Length 357.5 Breadth 50.16 Depth 27.25
Moulded displacement at moulded draught = 85 per cent. of moulded depth 9090 tons
Coefficient of fineness for use with Tables .449

Port of Survey NEWPORT, MON

Date of Survey 5th Feb 1932

Name of Surveyor W. J. J. J.

Particulars of Classification 100

Depth for Freeboard (D)	
Moulded depth	27.25
Stringer plate	.04
Sheathing on exposed deck	
$T \left(\frac{L-S}{L} \right) =$	
Depth for Freeboard (D) =	27.29

Depth correction	
(a) Where D is greater than Table depth (D-Table depth) R =	$(27.29 - 23.43) \times 2.704 = +10.44$
(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)	50.16
Standard Round of Beam = $\frac{B \times 12}{50}$	12.04
Ship's Round of Beam	12.5
Difference	.46
Restricted to	
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{.46}{4} \times .49 = -.06$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	34.25	34.25	7.6	✓	34.25
overhang	4.5	.18			.18
R.Q.D. enclosed	3.7				
overhang					
Bridge enclosed	107.5	107.50	7.6	✓	107.50
overhang aft	5.42	.31			.31
overhang forward	5.42	.21			.21
Fore enclosed	35.49	35.49	7.6	✓	35.49
overhang	7.51	1.25			1.25
Trunk aft					
forward					
Tonnage opening aft					
forward					
Total	180.96	149.19			149.19

Standard Height of Superstructure	4.015
" " R.Q.D.	
Deduction for complete superstructure	38.46
Percentage covered $\frac{S}{L} =$	51.48
" " $\frac{S_1}{L} =$	50.94
" " $\frac{E}{L} =$	50.94
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	36.94
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction =	$38.46 \times 36.94 = -14.33$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	45.15	1		45.15	45.00	45.00	1		45.00
1/4 L from A.P.	19.75	4		80.36	19.45	19.45	4		49.00
1/2 L	9.92	2		9.92	4.94	4.94	2		9.88
Amidships	X	4		-	-	-	4		-
3/4 L from F.P.	9.78	2		19.86	9.44	9.44	2		19.54
3/4 L	39.4	4		160.42	39.10	39.10	4		156.40
F.P.	90.30	1		90.30	90.00	90.00	1		90.00
Total				406.31					399.82

Mean actual sheer aft =	Deficient
Mean standard sheer aft =	
Mean actual sheer forward =	Deficient
Mean standard sheer forward =	
Length of enclosed superstructure forward of amidships =	.142 L
" " aft of " =	.164 L

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{6.49}{18} \times (.75 - .2544) = +.18$

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck =	27.29
Summer freeboard =	4.44
Moulded draught (d) =	22.52

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.63 + 5.24
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line	$\Delta = 8845$
Tons per inch immersion at summer load water line	$T = 35.25$
Deduction = $\frac{\Delta}{40 T}$ inches	$= 6.30$
	$= 6.4$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient	449.68
	1.36
Depth Correction	10.44
Deduction for superstructures	14.33
Sheer correction	.18
Round of Beam correction	.06
Correction for Thickness of Deck amidships	-
Other corrections, scantlings, etc.	-

Summer Freeboard = 54.30

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

Tropical Fresh Water Line above Centre of Disc	12"	Tropical Fresh Water Freeboard	3' 2 1/4"
Fresh Water Line	6 1/4"	Fresh Water	4' 3"
Tropical Line	5 3/4"	Tropical	4' 3 1/2"
Winter Line below	5 1/4"	Winter	5' 3"
Winter North Atlantic Line	5 1/4"	Winter North Atlantic	

RECEIVED 22 APR 1932

RECEIVED 1-7 MAR 1934

MARKING FORM

RECEIVED AUG 1935

RECEIVED 28 JAN 1933

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										Superstructure Deck				
Description of Hatchway			...	...	...	NO 1	2	3	4	5			NO 3	POOP
Dimensions of Hatchway			...	...	...	14' 9" x 18' 0"	30' 0" x 18' 0"	24' 6" x 18' 0"	30' 0" x 18' 0"	25' 0" x 18' 0"			16' 3" x 18' 0"	18' 0" x 12' 3"
RINGS	{	Height above Deck	...	...	...	36"	36"	4"	36"	36"			36"	36"
		Thickness	...	...	...	1/4"	1/4"	3/8" x 3/4"	1/4"	1/4"			1/4"	1/4"
		Sides	...	...	...	1/4"	1/4"	3/8" x 3/4"	1/4"	1/4"			1/4"	1/4"
		Ends	...	...	...	1/4"	1/4"	3/8" x 3/4"	1/4"	1/4"			1/4"	1/4"
Stiffeners			...	...	...	B.R. 7 x 3 x 1/4"	7 x 3 x 1/4"	7 x 3 x 1/4"	7 x 3 x 1/4"	7 x 3 x 1/4"			7 x 3 x 1/4"	7 x 3 x 1/4"
Brackets, Stays			...	...	...	2 x 2 x 1/4"	2 x 2 x 1/4"	2 x 2 x 1/4"	2 x 2 x 1/4"	2 x 2 x 1/4"			2 x 2 x 1/4"	2 x 2 x 1/4"
HATCH BEAMS	{	Number	...	...	...	4	3	1	5	4			2	2
		Spacing	...	...	...	4' 11"	5' 0"	3' 7" x 4' 6"	5' 0"	5' 0"			3' 8"	5' 0"
		Scantling and Sketch	...	...	...	16 x 10 x 3/16	16 x 10 x 3/16	16 x 8 x 3/16	16 x 10 x 3/16	16 x 10 x 3/16			16 x 10 x 3/16	16 x 8 x 3/16
			...	...	...	4 x 3 x 1/4"	4 x 3 x 1/4"	4 x 3 x 1/4"	4 x 3 x 1/4"	4 x 3 x 1/4"			4 x 3 x 1/4"	3 x 3 x 3/16"
Bearing Surface			...	...	...	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"			3 1/2"	3 1/2"
FORE AND AFTERS	{	Number	...	...	...						
		Spacing	...	...	...						
		Unsupported Lengths	...	...	...						
		Scantling* and Sketch	...	...	...						
Bearing Surface			...	...	...						
HATCH COVERS	{	Material	...	...	...	WP	WP	WP	WP	WP			WP	WP
		Thickness	...	...	...	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"			2 1/2"	2 1/2"
		How fitted	...	...	...	F.A.H.	F.A.H.	F.O.H.	F.A.H.	F.O.H.			F.A.H.	F.A.H.
		Bearing Surface	...	...	...	3' 4" x 8 1/2"	3' 4" x 8 1/2"	3' 4" x 8 1/2"	3' 4" x 8 1/2"	3' 4" x 8 1/2"			3' 3"	3' 3"
Spacing of Cleats			...	...	...	24"	24"	24"	24"	24"			24"	24"
Number of Tarpaulins			...	...	...	2	2	2	2	2			2	2

*Are wood fore and afters steel shod at all bearing surfaces? ✓
Are battens and wedges efficient and in good condition? ✓
Are tarpaulins in good condition and in accordance with rule requirements? ✓
Are lashings provided in accordance with rule requirements? ✓

Particulars of fiddley, funnel and ventilator coamings :—

Stockholm factory buildings covered by strong steel hinged covers
factory ground & ventilator openings in excellent condition
Engine room skylight of steel. Strongly constructed

Particulars of Flush Bunker Scuttles:— ✓

ulars of Companionways :—

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

1. Vent to keel of hull casing 2'6" x 3' ✓
 2. " " " " 2'6" x 3' ✓
 3. " " " " 18" x 24" ✓
 4. " " " " 2'6" x 3' ✓
 5. " " " " 2'6" x 4' ✓
 6. " " " " 18" x 24" ✓
 7. " " " " 2'6" x 4' ✓
 8. " " " " 2'6" x 4' ✓
 9. " " " " 2'6" x 4' ✓
 10. " " " " 2'6" x 4' ✓

2. Vents to lower hatches 9 1/2" dia casing 2'6" x 3' ✓
 All ventilation controlled in air house under Rules
 • having wood planks & canvas covers. ✓

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

1. 6.8 air pipes on side head 18 high 18 dia. to fore peak. ✓
 4. 6.8 air pipes on fore well 7.6 high 2 1/2 dia. to DB tanks ✓
 6.8 air pipes on Barge deck 18. 2 1/2 " " " ✓
 2. 6.8 air pipes on after tank 2.6 " 2 " " " ✓
 1. 6.8 air pipes on pump 18 " 3" dia. to after peak tank. ✓

No caulking holes fitted to air pipes
 Wood plugs fitted. ✓

Particulars of Gangway Cargo and Coaling Ports:— ✓

Particulars of Scuppers and Sanitary Discharge Pipes —

KNIGHT OF THE ROSE

Scupper in way of Brays Head fitted with 4. in storm
valves at ships side & other pumps at etc.
Both scupper at brays end in with WI pipes only
Sanitary pipes fitted with 4. in storm valves at ships side

Particulars of Side Scuttles :

Guard rails on posts. Bridge & track decks 3" high with three rails
of dimension spaced 4' 6" to 4' 9" apart ✓
All side members fitted with hinged deck lights ✓

Particulars of Guard Rails :—

~~No life lines felt~~

Particulars of Gangways, Lifelines, etc. :—

Lifelines are fitted for the case of the crew
in the working of the vessel

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	90.0"	4.2"	3.75" x 1.5"	4	22.5 sq	18 sq ✓
Forward Well	81.6"	4.2"	3.75" x 1.5"	4	22.5 sq	16.2 sq ✓

State position of each freeing port ... } After Well :— *Iron B.D. 34 Not 17.6" 1st 40.5" 3rd 57.6" 1st 74.9"*
(F. and A. position and height above deck edge) } Forward Well :— *11.10 24.6 w.g. 59.9*
State whether the freeing ports are fitted with ~~shutters~~, bars, or ~~rails~~, and give particulars of such :— *Angles 8 x 3 1/2. Ports 12 1/2 above deck.*
Additional area where sheer is less than standard.

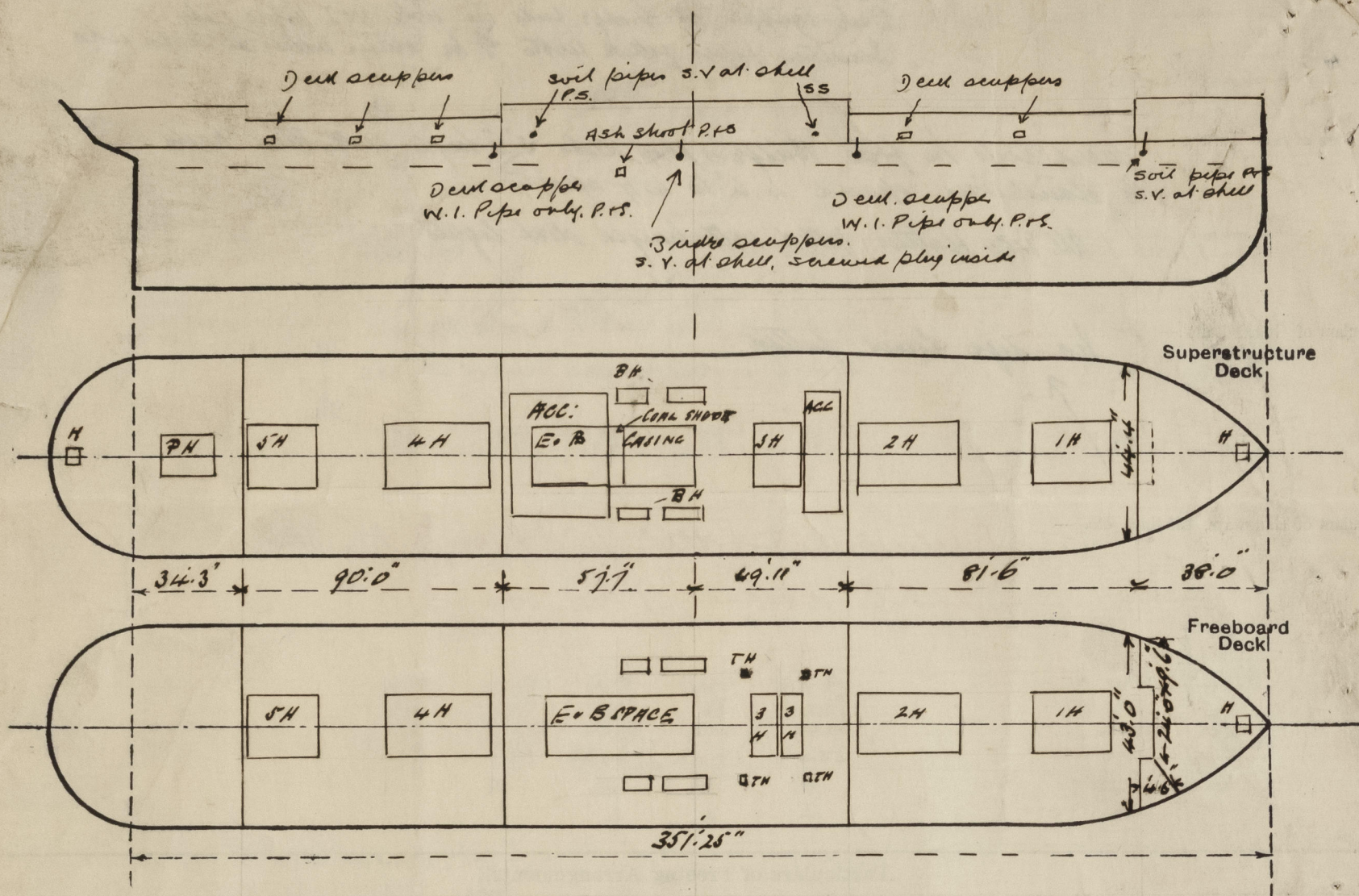
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	4" ✓	3"	6 x 3 x 12 ✓	34" ✓	Lugs T & B ✓	5'6" x 4'2"	11" ✓	4'6"
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead	Plt ✓	3"	3 1/2 x 3 1/2 x 38 ✓	39" ✓	Plt ✓	5'6" x 4'2"	11" ✓	4'6"
Bridge, Forward Bulkhead	4 1/2" ✓	4"	6 x 3 1/2 x 32 ✓	30" ✓	Brackets T & B ✓	4'10" x 3'0" ✓	18" ✓	4'6"
Forecastle Bulkhead	Plt ✓	3"	3 1/2 x 3 1/2 x 3 ✓	29" ✓	Plt ✓	4'6" x 2'3" ✓	21" ✓	4'6"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks	4" ✓	3" ✓	3 1/2 x 3 1/2 x 25 ✓	32" ✓	Brackets at T ✓	4'6" x 2'3" ✓	21" ✓	4'6"
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	4 1/2" ✓	3 1/2" ✓	3 1/2 x 3 1/2 x 3 1/2 ✓	32" ✓	✓	2'6" x 2'0" ✓	37" ✓	4'6"
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	Storm doors / ^{operably supported} full height of opening, inverted channels 2½" WP.
Raised Quarter Deck Bulkhead	...	✓	Storm doors / ^{operably supported} full height of opening & inverted channels 2½" WP.
Bridge, After Bulkhead	...	...	Two W.T. STW doors with stiffened rollers with channels 15" apart.
Bridge, Forward Bulkhead	...	...	Steel hinged doors operated from both sides.
Forecastle Bulkhead	...	...	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...	...	Steel hinged doors operated from both sides.
Exposed Machinery Casings on Superstructure Decks	...	...	Steel hinged doors operated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	...	Steel hinged doors operated from both sides.
Deck	...	...	✓
Plank 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:—



State any special features in the construction of the ship:— Sheathing on fore deck & on fore deck in view space (forward).
 2 1/2 P full length. One hatch on fore head 3.0 x 3.0 coaming 16" high with angles 3 x 3 x 35 with deck 2 tarpaulins
 & securing iron strap. In fore (to fore peak) one hatch 4.2 x 4.0 with angle coaming 8 1/2 x 3 1/2 x 22 Wood hatch
 2" thick. No means of securing same. No deck 7" over hatch on poop 2.6 x 2.6 coaming 20" high x 8" with
 angles 3 x 3 x 35 with deck 2 tarpaulins & wood hatch 2 1/2 W.P. & securing iron strap. All ventilators fitted
 with wood plug covers & constructed in accordance with the Rules. All hatches on weather deck
 fitted with appliances for securing wood hatches. All hatches fitted with two tarpaulins, no horizontal
 coaming stiffeners fitted at fore end of No 2 hatch (protected). Coal shoot at belly top
 4.1/2 long x 16.1 wide coaming 9" high with angles 3 x 3 x 32 & half round heading. Cleats 15" apart, hatches, the
 2 1/2 W.P. 2 tarpaulins. Four tricing hatches in bridge space. 2.3 x 2.0 coaming 9 x 3 x 5 B.H. 4" high wood
 covers 2 1/2 W.P. with four screw bolts. Bunker hatches on each side of bridge deck 12.8 x 3.0 & 9.8 x 3.0 coamings 8"
 2.9 high 2 1/2 with angles 3 x 3 x 32, wood hatches 2 1/2 W.P. hatches & 2 tarpaulins. Bunker hatches in bridge
 3.4 x 3.0 coaming 9 x 3 x 5 B.H. Ribs bars 3" with cleats & 2 tarpaulins, hatch coamings not stayed at fore
 ends by 6 hatches. No stays at other ends.
 4000 tons DW at 16.7 1/2 draught Iron per inch at 16.0 = 34.5
 5000 : : : 19.0 : 18.0 = 34.75
 6000 : : : 21.5 : 20.0 = 35
 6500 : : : 22.7 1/2 : 22.0 = 35.25
 Total displacement at 22.7 1/2 = 8840 tons Corresponding T.P. 35.25

Builder's name and yard number Sir J. Russell & Co

Names of sister ships Knight of the Red Sea, Knight of the Cross.

Owners Messrs. Argentine Line Ltd. (Parsons Thomas & Co Agents) United Africa Corp.

Fee £ 11 : 18 : 0 Received by me