

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

CAID KEBIR

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Flush deck  
Part Complete Superstructure with Tonnage opening  
(Type of Superstructures.)

Ship's Name MEMPHIS Nationality and Port of Registry British French Official Number 137839 Gross Tonnage 784.3 Date of Build 1917  
3mo.

Port of Survey Liverpool

Date of Survey During alliteration

Name of Surveyor E. H. Dean

Moulded Dimensions: Length 199.75 Breadth 30.6 Depth 21.4 Moulded displacement at moulded draught = 85 per cent. of moulded depth 1590 tons

Particulars of Classification +100 A.1.  
Harbour 3-92 Shelter dk. with  
hull no 2-31

Coefficient of fineness for use with Tables 75

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <u>21.4</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(14.36 - 13.31) 1.536 = +1.61</u>	Moulded Breadth (B) <u>30.6</u>
Stringer plate ... <u>33</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>1.05</u>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{30.6 \times 12}{50} = 7.32$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <u>-</u>	Ship's Round of Beam = <u>7.5</u>
Depth for Freeboard (D) = <u>14.36</u>		Difference * <u>.18</u>
		Restricted to
		Correction = $\frac{\text{Diff}^*}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.18}{4} \times .0124 = -\text{Neg.}$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>72.7</u>	<u>72.58</u>	<u>7.0</u>	<u>✓</u>	<u>72.58</u>
" overhang ...	<u>9</u>	<u>.37</u>			<u>.37</u>
R.Q.D. enclosed ...	<u>✓</u>				
" overhang ...	<u>✓</u>				
Bridge enclosed ...	<u>121.8</u>	<u>121.67</u>	<u>7.0</u>	<u>✓</u>	<u>121.67</u>
" overhang aft ...	<u>3</u>	<u>.19</u>			<u>.19</u>
" overhang forward ...	<u>✓</u>				
F'cle enclosed ...	<u>✓</u>				
" overhang ...	<u>✓</u>				
Trunk aft ...	<u>✓</u>				
" forward ...	<u>✓</u>				
Tonnage opening aft ...	<u>4.6</u>	<u>2.47</u>	<u>2 diff.</u>		<u>2.47</u>
" forward ...	<u>✓</u>				
Total ...	<u>199.75</u>	<u>197.28</u>			<u>197.28</u>

Standard Height of Superstructure 6.00

" " R.Q.D. ✓

Deduction for complete superstructure 25.97

Percentage covered  $\frac{S}{L} = 100.00$

" "  $\frac{S_1}{L} = 98.76$

" "  $\frac{E}{L} = 98.76$

Percentage from Table, Line A. 98.47  
(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 2L (if required) -

Deduction = 25.97 × 98.47 = -25.57

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
					+ 12				
A.P. ...	29.97	1	29.97	36"	48.00	1	48.00		
$\frac{1}{2}$ L from A.P. ...	13.34	4	53.36	16"	21.36	4	85.44		
$\frac{2}{3}$ L " ...	3.295	2	6.59	4"	5.28	2	10.56		
Amidships ...	-	4	-	-	-	4	-		
$\frac{2}{3}$ L from F.P. ...	6.59	2	13.18	8"	9.24	2	18.48		
$\frac{1}{2}$ L " ...	26.68	4	106.72	32"	37.38	4	149.52		
F.P. ...	59.95	1	59.95	72"	84.00	1	84.00		
Total ...			269.77	+ 12			396.00		

Mean actual sheer aft = Scan Difference = 1.0

Mean standard sheer aft

Mean actual sheer forward = Scan

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = 2 c.s.s.

" " aft of " = 2

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{126.23}{18} (.75 - .50) = -1.75$

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 = 14.36

Summer freeboard = .17

Moulded draught (d) = 14.19

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 3.54 = 3.5

Addition for Winter North Atlantic Freeboard (if required) = 5.5

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

1/4 = 3.5

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction ...	<u>1.61</u>	<u>-</u>
Deduction for superstructures ...	<u>-</u>	<u>25.57</u>
Sheer correction ...	<u>-</u>	<u>1.75</u>
Round of Beam correction ...	<u>-</u>	<u>-</u>
Correction for Thickness of Deck amidships ...	<u>-</u>	<u>-</u>
Other corrections, scantlings, etc. ...	<u>-</u>	<u>-</u>
	<u>1.61</u>	<u>27.32</u>

Summer Freeboard = -1.46

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 0.2 limited

Tropical Fresh Water Line above Centre of Disc ...	<u>3 1/2</u>
Fresh Water Line " " ...	<u>3 1/2</u>
Tropical Line " " ...	<u>Nil</u>
Winter Line below " " ...	<u>3 1/2</u>
Winter North Atlantic Line " " ...	<u>5 1/2</u>

Tropical Fresh Water Freeboard <u>Minus</u> ...	<u>0.1 1/2</u>
Fresh Water " <u>Minus</u> ...	<u>0.1 1/2</u>
Tropical " " ...	<u>0.2</u> limited
Winter " " ...	<u>0.2</u>
Winter North Atlantic " " ...	<u>0.7 1/2</u>

24 SEP 1935

005029-005037-0220 1/2

5m, 3.32.

MARKING FORM

MARKING FORM

26 SEP 1935

RECEIVED



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
<div> <div>Upper Deck</div> <div>2nd Deck</div> <div>3rd Deck</div> </div>									
Description of Hatchway	Nº 1	Nº 2	Nº 1	Nº 2	Nº 3	Bunker Hatch			
Dimensions of Hatchway	29'4" x 15'0"	31'2" x 15'0"	24'10" x 15'0"	31'2" x 15'0"	7'0" x 15'0"	7'2" x 15'7"			
COAMINGS	Height above Deck	30"	30"	12"	12"	15"	7"		
	Thickness	.34 ✓	.34 ✓	.44 ✓	.44 ✓	.38 ✓	.38 ✓		
	Stiffeners	9 x 3 1/2 B.A.	9 x 3 1/2 B.A.	✓	✓	✓	✓		
	Brackets, Stays	✓	✓	✓	✓	✓	✓		
HATCH BEAMS	Number	5	5	6	5	✓	✓		
	Spacing	5'-0"	5'-2"	5'-0"	5'-2"	✓	✓		
	Scantling and Sketch	3" x 3" x 35' angles. ✓ Plate 19-14" x 38'	as	3" x 3" x 35' angles. ✓ Plate 19-14" x 38'	as	✓	✓		
	Bearing Surface	3	3	3	3	✓	✓		
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
	Bearing Surface								
HATCH COVERS	Material	W.W.	W.W.	W.W.	W.W.	W.W.	W.W.		
	Thickness	3	3	3	3	3	2 1/2		
	How fitted	F.R.A.	F.R.A.	F.R.A.	F.R.A.	F.R.A.	F.R.A.		
	Bearing Surface	3	3	3	3	3	3		
Spacing of Cleats	24"	24"	24"	24"	24"	24"	24"		
Number of Tarpaulins	2	2	2	2	2	2	2		
<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>yes</i></p> <p>Are lashings provided in accordance with rule requirements? <i>yes</i></p>									

Particulars of fiddle, funnel and ventilator coamings:—

Steel deck, spaced plating with hinged steel covers.  
 Engine Room skylight, steel, wood flaps, glass windows, Brass  
 guard rails.  
 3-Vents to engine Room - 14" dia. coaming 24" high x 25"  
 2- " " Saler " - 24" " 14" " x 25"

Particulars of Flush Bunker Scuttles:—

— none —

Particulars of Companionways:—

Steel Companion to crew quarters on Forecastle  
 Plating .38" angles 2 1/2" x 2 1/2" x .38". sill 18" high.  
 Steel door - 2'-0" x 4'-6" x .38" operated both sides.

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

4-Vents to holds 12" dia. coaming 30" high x 25"  
 closed by wood flaps & canvas covers.

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

1- Steel forepeak 6" high  
 3- " " 12" "  
 1- " " with secured cap.  
 closed by wooden flaps.

Particulars of Gangway Cargo and Coaling Ports:—

— none —



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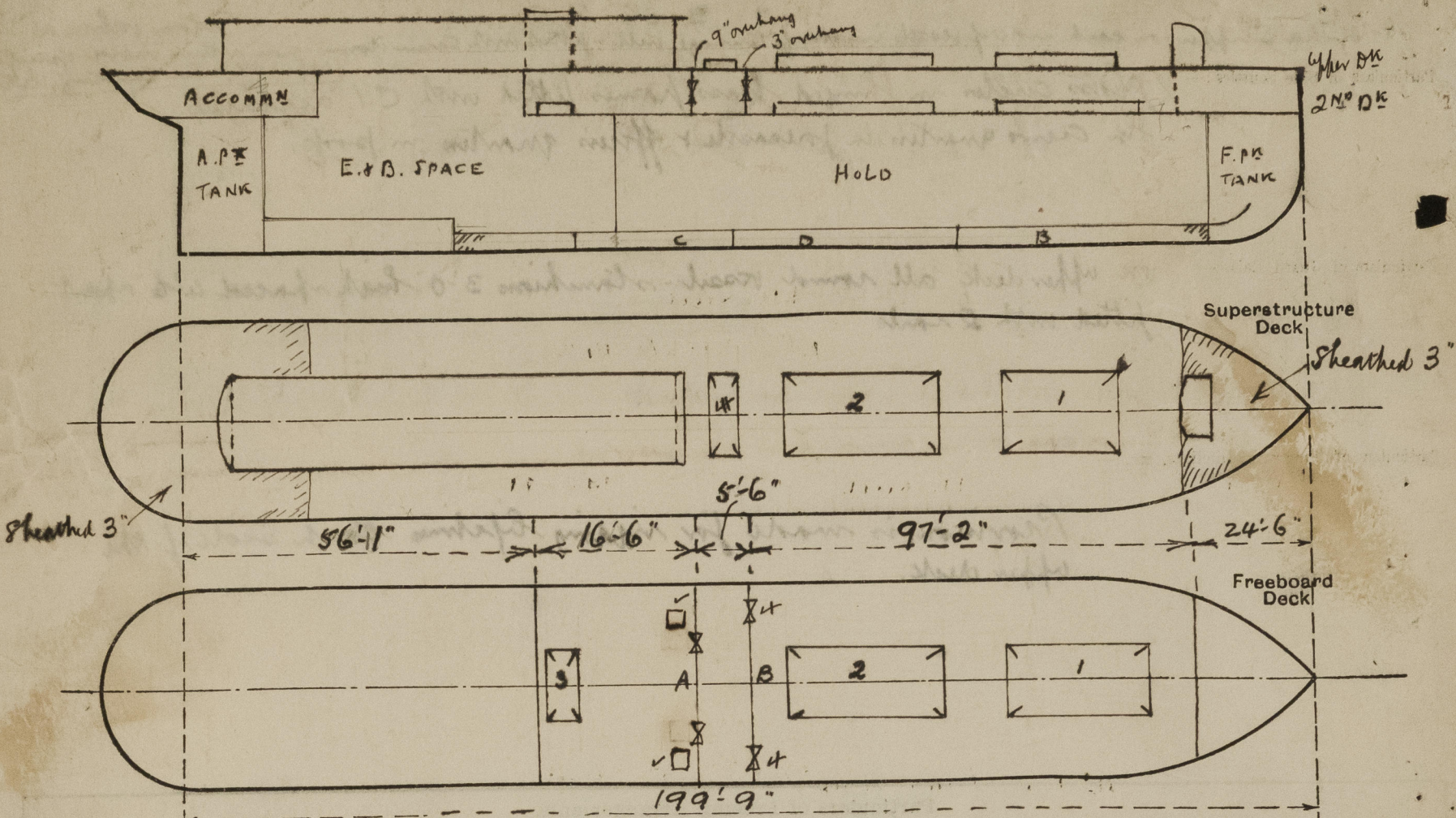






Memphis

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:—



- ✓ Trimming hatchway 1'-6" x 2'-1" - 9" B.A. coaming - fitted with efficient wood covers, cleats, latching arrangements and tarpaulins.
- ✓ Louvre opening - 4'-3" x 3'-0" - 18" sill - fitted with storm boards in riveted channels full height.
- ✓ Louvre hatch - 4'-6" x 18'-0" - 10" coaming steel - fitted with roller & chain - & temporary wood covers.

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

The Special Survey No 3 is being completed at this time and the vessel will be recommended for fresh record of Survey LIV. 9-35 and notation of S.S. Liv. No 3-9.25.

Alterations are being carried out at this time to convert this vessel to an open shelter decker.

Builder's name and yard number Androsson D. R. & S. B. Co. Ltd. No 267.

Names of sister ships ✓

Owners Thos Hutchison Ltd.

Fee £ See note not sent

Received by me ✓



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