

Plan Price 299/6
Lancaster Price 50/11
Rpt. C.11.

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23 MAY 1932
30610

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 30610
(For London Office only.)

Mo. No. 7567
347

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having SHELTER DECK WITH TONNAGE OPENING AFT.

Port of Survey MANCHESTER

Date of Survey 18th MAY 1932

Name of Surveyor A.R. Gibbs

Ship's Name "EGYPTIAN PRINCE" Nationality and Port of Registry BRITISH LONDON Official Number 146667 Gross Tonnage 3490 Date of Build 1922-5 mo.

Moulded Dimensions: Length 363.00' Breadth 52.00' Depth 24.9' UPPER DA 33.9' SHELTER DA

Moulded displacement at moulded draught = 85 per cent. of moulded depth 8334 tons

Coefficient of fineness for use with Tables .735

Particulars of Classification + 100 A1
SHELTER DA.
WITH FREEBOARD

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	24.75	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	52.00
Stringer plate	.04	(24.79 - 24.20) 2.792 = + 1.65"		Standard Round of Beam = $\frac{B \times 12}{50}$	12.48"
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	13"
T $\left(\frac{L-S}{L}\right)$ =				Difference	.52"
Depth for Freeboard (D) =	24.79	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	$\frac{.52}{4} \times .0055 = .0055$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	31.25	31.25	8'-9"		31.25
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	327.75	327.75	8'-9"		327.75
" overhang aft					
" overhang forward					
F'cle enclosed	68.00		8'-5.5" MEAN		
" overhang					
Trunk aft					
" forward					
Tonnage opening aft	4.00	2.00	8'-9"		2.00
" forward					
Total	363.00	361.00			361.00

Standard Height of Superstructure 7.13

" " R.Q.D. ✓

Deduction for complete superstructure 39.53

Percentage covered $\frac{S}{L} = 100\%$

" " $\frac{S_1}{L} = 99.45\%$

" " $\frac{E}{L} = 99.45\%$

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) 99.32%

Percentage from Table, Line B. (corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $39.53 \times .9932 = - 39.26$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	46.30	1		46.30	8.5"	8.50	1		27.94
$\frac{1}{2}$ L from A.P.	20.61	4		82.44	1"	4.04	4		49.72
$\frac{2}{3}$ L "	5.09	2		10.18	0	3.07	2		6.14
Amidships		4			0		4		
$\frac{2}{3}$ L from F.P.	10.18	2		20.36	0	3.57	2		7.14
$\frac{1}{2}$ L "	41.21	4		164.84	2.5"	2.47	4		57.76
F.P.	92.60	1		92.60	13"	13.00	1		32.44
Total				416.72					181.14

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{235.54}{18} \left(.75 - .50 \right) = + 3.27$

If limited on account of midship superstructure.

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 = 55.5

" aft of " = 55.5

Actual Superstructure Height = 105"
Standard = 155.6"
Difference = 19.44"

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 $\frac{.68 + .735}{1.36}$
Depth to Freeboard Deck = <u>24.79</u>	$\Delta =$	Depth Correction ... <u>1.65</u>
Summer freeboard = <u>2.37</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <u>39.26</u>
Moulded draught (d) = <u>22.42</u>	T =	Sheer correction ... <u>3.27</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5.60 = 5.5</u>	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... <u>-</u>
Addition for Winter North Atlantic Freeboard (if required) =	DISPLACEMENTS ETC AS "ITALIAN" AND "LANCASTER PRINCE"	Correction for Thickness of Deck amidships ... <u>-</u>
		Other corrections, scantlings, etc. ... <u>-</u>
		4.92 39.26 - 34.34
		Summer Freeboard = <u>28.40</u>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: - 2.42

Tropical Fresh Water Line above Centre of Disc		Tropical Fresh Water Freeboard	
Fresh Water Line		Fresh Water	
Tropical Line		Tropical	
Winter Line below		Winter	
Winter North Atlantic Line		Winter North Atlantic	

1906 Freeboards Reassigned

Lloyd's Register Foundation

Particulars of Scuppers and Sanitary Discharge Pipes —

Scuppers draining upper Deck belowboard 24" below deck with Storm Valves at Ship's Side /
Tonnage Well
N.C. discharge belowboard 18" above upper deck with S.V.S. at Ship's Side /
Shelter deck drained by Scuppers cut through Stringer bar /
Bath discharges: no S.V.S. fitted ?

Particulars of Side Scuttles:

Side Scuttles to Crews Accommodation on Upper D^o (Freeboard D^o) aft. are of Strong Construction and are fitted with permanent hinged "diversights" /
Other accommodation is on Superstructure deck.

Particulars of Guard Rails:—

Strong Steel Bulwarks fitted round Superstructure deck 3'6" high supported by 1 1/2" B.P. stays spaced about 3'6" apart.

Particulars of Gangways, Lifelines, etc.:—

NONE

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 Shelter Deck	FULL LENGTH FORG AND RAIL RAILS ROUND STERN	3'5"	4'9" x 9" Rails round stern	13	46.3 #	36.3 #
Forward Well	TONNAGE WELL		7'6" x 1'0" 2 STEEL DOORS SECURED BY 6 CLAMPS. RAIL ACROSS 3/4" ABOVE SHEERSTRAKE EDGE	1	1.5	

State position of each freeing port ... After Well:—
(F. and A. position and height above deck edge) Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—

NO BARS FITTED
1/2" ABOVE SHEERSTRAKE EDGE

Additional area where sheer is less than standard.

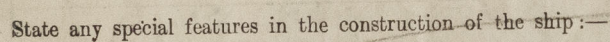
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Roop Bulkhead T.O. FOR BULK?	"	55	BULK PLATING FLANGES 4"	46"	NONE	2-6'7" x 3'0"	16"	8'9"
Roop Bulkhead T.O. AFT. BULK?	"	55	"	46"	"	NONE	"	8'9"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead	40	30	3 x 3 x 3 L	48"	NONE	2-5'0" x 3'0"	18"	8'3" Mean
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	56	54	3 1/2 x 3 x 36 L	33"	NONE	4'0" x 3'9" / 4'6" x 1'5"	26" / 30"	8'9"
Exposed Machinery Casings on Superstructure Decks	40	34	"	"	BATS TOP	5'0" x 2'0"	15" / 18"	7'6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

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

Roop Bulkhead T.O. FOR BULK?	2 3/4" Storm Boards full height in locked angles
Roop Bulkhead T.O. AFT. BULK?	Intact
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	2 3/4" Storm Boards full height in locked angles
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Hinged Steel Doors operate from both sides
Exposed Machinery Casings on Superstructure Decks	Hinged Steel Doors operate 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:—



Builder's name and yard number Furness S.B. Co. Ltd. Haverton Hill-on-Tees No. 24

Names of sister ships

Owners

Fee £ 11 : 18 : 0.

Received by me