

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

now named "SAGITTA" of Torre del Greco.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Cardiff</i>	
having <i>Poop, Bridge & Forecastle.</i>					Date of Survey <i>May 24th 1932</i>	
<i>"SAGITTA"</i> (Type of Superstructures.)					Name of Surveyor <i>W. E. Marlborough.</i>	
Ship's Name		Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	
<i>"JREMEADOW"</i>		<i>British St. Ives</i>	<i>142565</i>	<i>5269</i> <i>5302</i>	<i>1919</i> <i>3 mths</i>	
Moulded Dimensions: Length <i>399.50</i>		Breadth <i>52.00</i>	Depth <i>31.00</i>	<i>By T. L. 28/5/32</i>		
Moulded displacement at moulded draught = 85 per cent. of moulded depth		<i>12096</i>		tons		
Coefficient of fineness for use with Tables		<i>.773</i>		<i>(Standard A) - Ellipsoid</i>		
Depth for Freeboard (D)		Depth correction		Round of Beam correction		
Moulded depth ... <i>31.00</i>		(a) Where D is greater than Table depth (D - Table depth) R = <i>(31.04 - 26.63) 3.00</i> <i>4.41 x 3 = + 13.23</i>		Moulded Breadth (B) <i>52.00</i>		
Stringer plate <i>(.50)</i> ... <i>.04</i>		(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>-</i>		Standard Round of Beam = $\frac{B \times 12}{50} = \frac{52 \times 12}{50} = 12.48$		
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures <i>-</i>		Ship's Round of Beam = <i>13"</i>		
Depth for Freeboard (D) = <i>31.04</i>				Difference <i>Enclosed .52</i>		
				Restricted to		
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.52}{4} \left(1 - \frac{.4983}{1.5017} \right) = -.06$		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>49.25</i>	<i>49.25</i>	<i>7' 11 1/2"</i>		<i>49.25</i>	Standard Height of Superstructure <i>7.495</i>
" overhang ...	<i>.25</i>	<i>.12</i>			<i>.12</i>	" " R.Q.D. <i>-</i>
R.Q.D. enclosed ...	<i>110.83</i>	<i>110.83</i>	<i>7' 11 1/2"</i>		<i>110.83</i>	Deduction for complete superstructure <i>41.96</i>
" overhang ...	<i>.25</i>	<i>.13</i>			<i>.13</i>	Percentage covered $\frac{S}{L} = \frac{201.16}{399.5} = 50.35$
Bridge enclosed... <i>Equival.</i>	<i>38.27</i>	<i>38.27</i>	<i>7' 11 1/2"</i>		<i>38.27</i>	" " $\frac{S_1}{L} = \frac{200.41}{399.5} = 50.17$
" overhang aft ...	<i>.25</i>	<i>.13</i>			<i>.13</i>	" " $\frac{E}{L} = \frac{1.56}{1.56} = 50.17$
" overhang forward	<i>.25</i>	<i>.25</i>			<i>.25</i>	Percentage from Table, Line A. <i>-</i>
F'cle enclosed ...	<i>201.18</i>	<i>200.41</i>			<i>200.41</i>	(corrected for absence of forecastle (if required)) <i>-</i>
" overhang ...						Percentage from Table, Line B. <i>36.17</i>
Trunk aft ...						(corrected for absence of forecastle (if required)) <i>-</i>
" forward ...						Interpolation for bridge less than 2L (if required) <i>-</i>
Tonnage opening aft ...						Deduction = <i>41.96 x 36.17% = 15.18</i>
" " forward						
Total ...	<i>201.18</i>	<i>200.41</i>			<i>200.41</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<i>49.95</i>	<i>1</i>	<i>49.95</i>	<i>60.00</i>	<i>60.00</i>	<i>60.00</i>	<i>1</i>	<i>60.00</i>	<i>60.00</i>	Mean actual sheer aft = <i>Enclosed</i>
1/2 L from A.P. ...	<i>22.23</i>	<i>4</i>	<i>88.92</i>	<i>26.46</i>	<i>26.46</i>	<i>26.46</i>	<i>4</i>	<i>105.84</i>	<i>105.84</i>	Mean actual sheer forward = <i>Enclosed</i>
2/3 L " ...	<i>5.49</i>	<i>2</i>	<i>10.98</i>	<i>6.59</i>	<i>6.61</i>	<i>6.61</i>	<i>2</i>	<i>13.22</i>	<i>13.22</i>	
Amidships ...	<i>-</i>	<i>4</i>	<i>-</i>	<i>0</i>	<i>-</i>	<i>-</i>	<i>4</i>	<i>-</i>	<i>-</i>	Length of enclosed superstructure forward of amidships = $\frac{61.44}{399.50} = .154$
2/3 L from F.P. ...	<i>10.99</i>	<i>2</i>	<i>21.98</i>	<i>13.29</i>	<i>13.30</i>	<i>13.30</i>	<i>2</i>	<i>26.60</i>	<i>26.60</i>	" " aft of " = $\frac{50.34}{399.50} = .126$
1/2 L " ...	<i>44.45</i>	<i>4</i>	<i>177.80</i>	<i>53.32</i>	<i>53.32</i>	<i>53.32</i>	<i>4</i>	<i>213.28</i>	<i>213.28</i>	
F.P. ...	<i>99.90</i>	<i>1</i>	<i>99.90</i>	<i>120.00</i>	<i>120.00</i>	<i>120.00</i>	<i>1</i>	<i>120.00</i>	<i>120.00</i>	
Total ...	<i>449.53</i>		<i>449.53</i>					<i>838.94</i>	<i>838.94</i>	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{449.53 - 838.94}{18} \left(.75 - \frac{.4983}{2.5017} \right) = -2.48$										
If limited on account of midship superstructure. <i>-</i>										

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 $\frac{.773 + .68}{1.36} = 1.453$
Depth to Freeboard Deck = <i>31.04</i>	$\Delta = 11530$	Depth Correction ... <i>13.23</i>
Summer freeboard = <i>5.98</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>15.18</i>
Moulded draught (d) = <i>25.06</i>	T = <i>41.8</i>	Sheer correction ... <i>2.48</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.26</i> = <i>6 1/4</i>	Deduction = $\frac{\Delta}{40 T}$ inches = <i>6.90</i>	Round of Beam correction ... <i>.06</i>
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... <i>-</i>
		Other corrections scantlings, etc. ... <i>-</i>
		<i>13.23 1772 - 4.44</i>
		Summer Freeboard = <i>7.73</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line

Tropical Fresh Water Line above Centre of Disc ...	<i>13 1/2"</i>
Fresh Water Line " " ...	<i>7"</i>
Tropical Line " " ...	<i>6 1/4"</i>
Winter Line below " " ...	<i>6 1/4"</i>

Tropical Fresh Water Freeboard ...	<i>4 - 10 1/2"</i>
Fresh Water " " ...	<i>5 - 11 1/4"</i>
Tropical " " ...	<i>5 - 11 1/4"</i>
Winter " " ...	<i>5 - 11 1/4"</i>
Winter North Atlantic " " ...	<i>5 - 11 1/4"</i>

MAY 1932



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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Freeboard Deck → Bridge Deck ← Freeboard Deck									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 3	
	Thickness	...	32'6" x 20'0"	34'8" x 20'0"	10'10" x 18'0"	34'8" x 20'0"	28'2" x 20'0"	10'10" x 18'0"	
	Sides	...	4'0"	4'0"	1'6"	4'0"	4'0"	9"	
	Ends	...	.44	.44	.44	.44	.44	.44	
	Stiffeners	...	.44	.44	.44	.44	.44	.44	
HATCH BEAMS	Brackets, Stays	...	10' x 3 1/2" x 44" AS Nº 1	SAME	✓	SAME AS Nº 1	SAME AS Nº 1	✓	
	Number	...	6	6	3	6	5	3	
	Spacing	...	4'7 1/2"	4'11 1/4"	4'6"	4'11 1/4"	4'8 1/4"	4'6"	
	Scantling and Sketch	...	3 1/2" x 3 1/2" x 40" PLATE	SAME AS Nº 1	BEAMS FORE & AFT 3" x 3" x 40" Nº 1	SAME AS Nº 1	SAME AS Nº 1	BEAMS FORE & AFT 3" x 3" x 40" Nº 1	
	Bearing Surface	...	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/4"	
FORE AND AFTERS	Number	...							
	Spacing	...							
	Unsupported Lengths	...							
	Scantling* and Sketch	...							
	Bearing Surface	...							
HATCH COVERS	Material	...	W.P	W.P	W.P	W.P	W.P	W.P	
	Thickness	...	3"	3"	3"	3"	3"	3"	
	How fitted	...	FLA	FLA	THWART	FLA	FLA	THWART	
	Bearing Surface	...	3" x 3 1/2" x 7 1/4"	3" x 3 1/2" x 7 1/4"	2 1/2" x 3" x 6 3/8"	3" x 3 1/2" x 7 1/4"	3" x 3 1/2" x 7 1/4"		
	Spacing of Cleats	...	24"	24"	24"	24"	24"	18"	
Number of Tarpaulins		...	3	3	3	3	3	3	
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/> Yes									
Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/> Yes									
Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/> Yes									
Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/> Yes									

Particulars of fiddle, funnel and ventilator coamings:—
Stokehold Gratings covered by Strong Steel hinged storm covers ✓
Fidley, Tunnel & Ventilator Coamings in efficient condition ✓
Engine Room Skylight of Steel strongly constructed ✓

Particulars of Flush Bunker Scuttles:—
NONE ✓

Particulars of Companionways:—
NONE ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—
Poop Deck 2, 2'6" x 18" x 34" to Hold ✓
after well 1, 2'6" x 12" x 30" Tunnel ✓
" 2, 5'0" x 18" x 34" Hold (Stayed) ✓
" 4, 3'0" x 18" x 34" " ✓
Bridge Deck 4, 2'6" x 12" x 25" Tween Decks ✓
" 2, 2'6" x 18" x 34" Cross Bk ✓
Fore Well 6, 3'0" x 18" x 34" Hold ✓
File OK 2, 3'0" x 18" x 34" Hold ✓
Ventilators constructed in accordance with rule requirements ✓
Coamings closed with wood Plugs and Canvas covers ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—
1, W. 1 air pipe on File Deck 20' high x 3' dia. from Fore Peak ✓
4, " " in after well 33' " x 2 1/2' " " Double Bottom Tanks ✓
2, " " on Bridge Deck 24' " x 2' " " " " ✓
2, " " " " " " " " " " " ✓
4, " " in Fore Well 33' " x 2 1/2' " " " " " ✓
1, " " on Poop Deck 14' " x 2 1/4' " Aft Peak ✓
All Gorseneck Tops and heights measured to Mouths ✓
No Snifting or closing arrangements provided ✓
wood plugs provided for all air pipes ✓

Particulars of Gangway Cargo and Coaling Ports:—
NONE ✓

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[illegible]

Small Hatches:

Bridge Deck 2 Bunker Hatches P & S. 8'-8" x 4'-0" x 1'-6" high x 3'4" K, 3" Rest Bars, 3" Covers, cleats 24", 2 Tarps.

Cowling Top { 1 Hatch 4'-6" above Bridge Deck, 4'-0" long x 18'-0" wide. 3" Rest Bars, 3 Covers, cleats 24", 2 Tarps.
Rest Bar on Cowling Buckheads, Covers F & A, angle lugs on Butts for battens & wedges, ordinary cleats sides, 2½" Covers.

Poop DX 1. Watertight Hatch to Magazine 3'-4" x 3'-4" 18" high x 3'4" K
1 Hatch to Store 2'-6" x 2'-6" x 12" high x 3'4" K, 2½" Rest Bar, 2½" Cover, cleats 19", 2 Tarps.

Trueboard Deck Inside of Bridge
1 P.S. Hatch 8'-8" x 4'-0" x 9' x 3' x 4'-0" Bd. Cowling. 4" Rest Bars, 3" Covers, cleats 3'3" x 24", 2 Tarps.
1 P.S. " 6'-9" x 4'-0" " " " " " " " " " " " "
2 P.S. Trimming Hatches 2'-10" x 2'-6" 7 3½" angle Cowling, 3" Covers. NO CLEATS OR TARPES [Stamp]
2 tarpaulins & battening
wraps.

25' 2" Draft	8200	Low dist
25' 0 "	8100	
24' 0 "	7670	
23' 0 "	7175	
22' 0 "	6700	
21' 0 "	6175	

This vessel has been measured in Dry Dock
and the K^o3 Survey is being completed.

Received by me