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BATA 33227
THALA 32978
HAMA 33379
TAENA 33700
MARSA 32946

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. 33227
(For London Office only.)

6 JUN 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having POOP, BRIDGE & FORECASTLE

(Type of Superstructures.)

Ship's Name <u>BRIKA</u>	Nationality and Port of Registry <u>British Swaziland</u>	Official Number <u>143998</u>	Gross Tonnage <u>4412</u>	Date of Build <u>1929-5</u>
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Moulded Dimensions: Length 370.0 Breadth 52.1 Depth 28.25

Moulded displacement at moulded draught = 85 per cent. of moulded depth 10640 tons

Coefficient of fineness for use with Tables .805

Port of Survey Shull

Date of Survey 4 June 1932

Name of Surveyor L. H. H. H.

Particulars of Classification +100 A1

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>28.25</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>(28.25 - 24.67) 2.846 = +10.30</u>	Moulded Breadth (B) <u>52.08</u>
Stringer plate <u>.47</u> <u>.70</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>12.5</u>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = <u>13</u>
Depth for Freeboard (D) = <u>28.29</u>		Difference <u>.50</u>
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times (1 - \frac{S_1}{L}) =$ <u>.5/4 (1 - .4604) = +.07</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>27.75</u>	<u>27.75</u>	<u>7'-0"</u>	<u>7.0/7.2</u>	<u>26.98</u>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed...	<u>103.50</u>	<u>103.50</u>	<u>7'-0"</u>	<u>7.0/7.2</u>	<u>100.62</u>
" overhang aft ...	<u>2.50</u>	<u>1.88</u>			<u>1.82</u>
" overhang forward	<u>.66</u>	<u>.33</u>			<u>.32</u>
F'cle enclosed ...	<u>36.25</u>	<u>36.25</u>	<u>4'-0"</u>	<u>4.0/4.2</u>	<u>36.25</u>
" overhang ...	<u>1.25</u>	<u>1.00</u>			<u>1.00</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	<u>171.91</u>	<u>170.76</u>			<u>166.99</u>

Standard Height of Superstructure 7.2

R.Q.D. ☒

Deduction for complete superstructure 40.00

Percentage covered $\frac{S}{L} =$ 46.47%

" $\frac{S_1}{L} =$ 46.44%

" $\frac{E}{L} =$ 45.14%

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

Percentage from Table, Line B. 31.87%
(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = 40.0 x .3187 = -12.75

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>47.00</u>	1		<u>47.00</u>	<u>53.0</u>	<u>53.00</u>	1		<u>53.00</u>
$\frac{1}{8}L$ from A.P. ...	<u>20.91</u>	4		<u>83.64</u>	<u>22.8</u>	<u>22.91</u>	4		<u>91.64</u>
$\frac{2}{8}L$ " ...	<u>5.17</u>	2		<u>10.34</u>	<u>5.9</u>	<u>5.73</u>	2		<u>11.46</u>
Amidships ...		4		<u>0.0</u>			4		
$\frac{3}{8}L$ from F.P. ...	<u>10.34</u>	2		<u>20.78</u>	<u>12.0</u>	<u>11.75</u>	2		<u>23.50</u>
$\frac{4}{8}L$ " ...	<u>41.82</u>	4		<u>167.28</u>	<u>46.4</u>	<u>47.00</u>	4		<u>188.00</u>
F.P. ...	<u>94.00</u>	1		<u>94.00</u>	<u>108.0</u>	<u>108.00</u>	1		<u>108.00</u>
Total ...				<u>423.04</u>					<u>475.60</u>

Mean actual sheer aft = Even
Mean standard sheer aft

Mean actual sheer forward = Even
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = .14
aft of " = .11

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ $\frac{52.56}{18} (.75 - .2323) = -1.51$

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.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ <u>10140</u> Tons per inch immersion at summer load water line $T =$ <u>39.8</u> Deduction = $\frac{\Delta}{40T}$ inches <u>= 6.37</u> <u>= 6.4</u>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <u>.68 + .805 = 1.485</u> <u>1.36</u> <table><tr><td></td><td>+</td><td>-</td></tr><tr><td>Depth Correction ...</td><td><u>10.30</u></td><td></td></tr><tr><td>Deduction for superstructures ...</td><td></td><td><u>12.75</u></td></tr><tr><td>Sheer correction ...</td><td></td><td><u>1.51</u></td></tr><tr><td>Round of Beam correction ...</td><td><u>.07</u></td><td></td></tr><tr><td>Correction for Thickness of Deck amidships ...</td><td></td><td></td></tr><tr><td>Other corrections, scantlings, etc. ...</td><td></td><td></td></tr><tr><td></td><td><u>10.37</u></td><td><u>14.26</u></td></tr></table> Summer Freeboard =		+	-	Depth Correction ...	<u>10.30</u>		Deduction for superstructures ...		<u>12.75</u>	Sheer correction ...		<u>1.51</u>	Round of Beam correction ...	<u>.07</u>		Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...				<u>10.37</u>	<u>14.26</u>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	<u>12</u>	Tropical Fresh Water Freeboard ...	<u>4</u>
Fresh Water Line " " ...	<u>6.4</u>	Fresh Water " " ...	<u>4.1</u>
Tropical Line " " ...	<u>5.34</u>	Tropical " " ...	<u>4</u>
Winter Line below " " ...	<u>5.4</u>	Winter " " ...	<u>5</u>
Winter North Atlantic Line " " ...	<u>5.4</u>	Winter North Atlantic " " ...	<u>5</u>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

Particulars of fiddley, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways :—

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

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

of Gangway Cargo and Coaling Ports :—

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Particulars of Scuppers and Sanitary Discharge Pipes —

Scuppers above foreboard deck are of the open pipe type
Sanitary discharges have storm valves as ships side

Particulars of Side Scuttles:

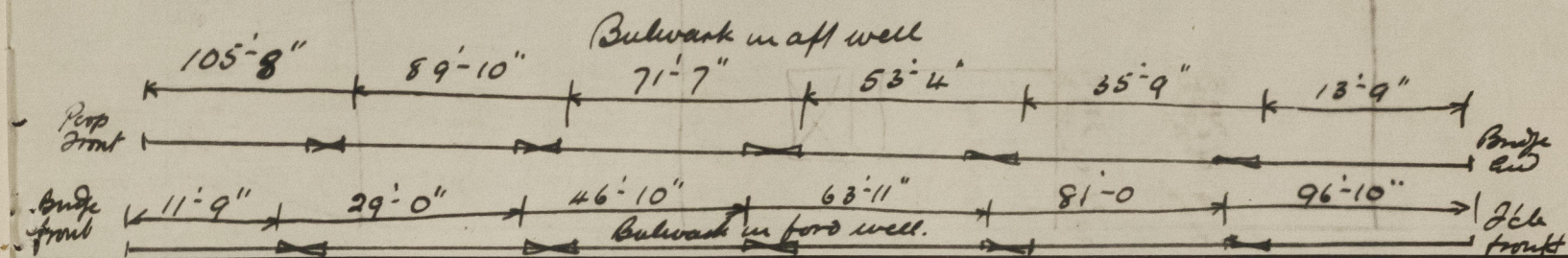
In forecabin all side scuttles fitted with hinged deadlights
Side scuttles of substantial construction

Particulars of Guard Rails:—

on Poop, Bridge & Fore. Guard rails 3'-6" high having 3 rods & stanchions spaced 4'-0" to 5'-0"

Particulars of Gangways, Lifelines, etc.:—

Efficient lifelines provided in both wells on port and starboard sides
No permanent arrangements



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	105'-8"	3'-9"	3'-3" x 16"	5	21.7	21.1
Forward Well	96'-10"	3'-9"	3'-3" x 16"	5	21.7	19.4

State position of each freeing port } After Well:— height above deck 15 position of freeing ports see sketch above
(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:— Hinged plate & 1 horizontal bar.

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	40	40	6 x 3 x 36	30"	leg top & bottom	4'-6" x 3'-0"	18"	7'-0"
Raised Quarter Deck Bulkhead ...						4'-6" x 3'-0"	18"	7'-0"
Bridge, After Bulkhead	36	36	6" BA	60"	none	4'-6" x 3'-0"	18"	7'-0"
Bridge, Forward Bulkhead	40	40	8 1/2" BA	30"	leg top & bottom	4'-6" x 3'-0"	18"	7'-0"
Forecastle Bulkhead	30	30	6" x 3 x 35	48"	none	4'-6" x 3'-0"	18"	7'-0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks	34	32	4 1/2 x 3 x 32	30"	Bolt at top	4'-6" x 2'-0"	18"	7'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	26	26	4 1/2 x 3 x 32	4'-6"	leg at top	4'-6" x 2'-0"	18"	7'-0"
Deckhouses on Flush Deck Ships ...								

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

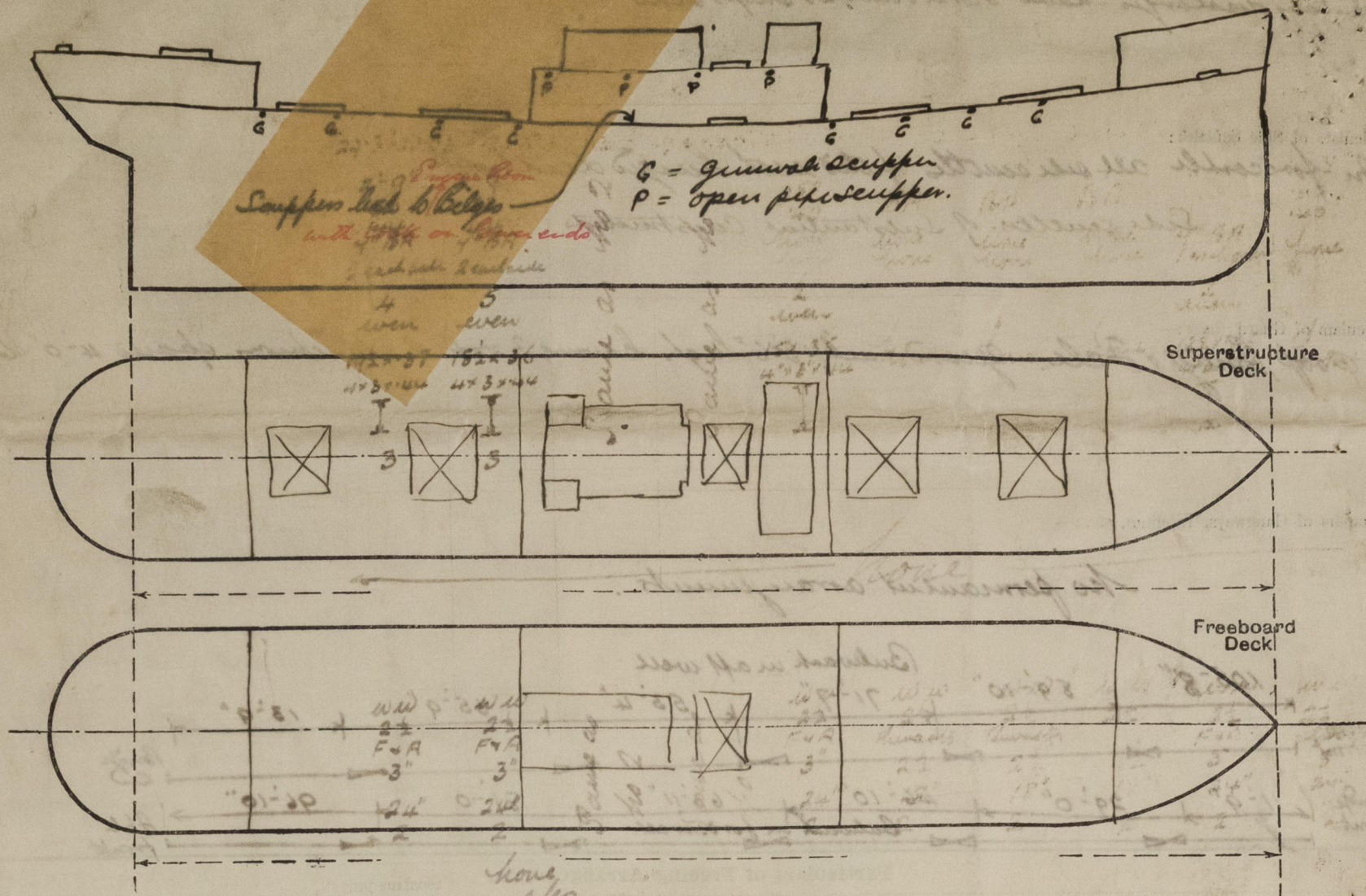
Poop Bulkhead	2 1/2" storm boards in riveted channel full height and bolted steel plate - no
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	2 1/2" storm boards in riveted channel full height - Hinged steel door spring lock yes
Bridge, Forward Bulkhead	Steel plate with clips spaced about 18" - no Steel hinged door in riveted channel (to repair) yes 4" " door spring lock yes
Forecastle Bulkhead	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks	Steel hinged door spring lock yes
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel hinged door spring lock yes
Deckhouses on Flush Deck Ships ...	



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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:—

Builder's name and yard number

Names of sister ships

Owners

Fee £

12 : 15 : -

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