

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Foucault Long Bridge & Poop

Port of Survey Lith

(Type of Superstructures.)

Date of Survey 14 to 28 March 32  
four visits while undergoing  
SS 2 7912

Name of Surveyor Eran Edwards

Ship's Name GLITRA

Nationality and Port of Registry British

Official Number 127074

Gross Tonnage 2684

Date of Build 1910

Moulded Dimensions: Length Breadth Depth

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

Coefficient of fineness for use with Tables \_\_\_\_\_

Particulars of Classification +100A1

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

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
*Bridge enclosed... ..					
„ overhang aft ... ..					
„ overhang forward ... ..					
*F'cle enclosed ... ..					
„ overhang ... ..					
*Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ „ forward ... ..					
Total ... ..					

Standard Height of Superstructure \_\_\_\_\_

„ „ R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

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

„ „  $\frac{S_1}{L}$  =

„ „  $\frac{E}{L}$  =

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

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

Interpolation for bridge less than 2L (if required)

Deduction =

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1				1	
L from A.P. ... ..		4				4	
L „ ... ..		2				2	
amidships ... ..		4				4	
L from F.P. ... ..		2				2	
L „ ... ..		4				4	
F.P. ... ..		1				1	
Total ... ..							

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

„ „ aft of „ =

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

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

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
Depth to Freeboard Deck = Ft.	Δ =	Depth Correction ... ..
Summer freeboard =	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..
Moulded draught (d) =	T =	Sheer correction ... ..
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =	Deduction = $\frac{\Delta}{40 T}$ inches =	Round of Beam correction ... ..
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... ..
		Other corrections, scantlings, etc. ... ..
		Summer Freeboard =

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

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 „ „ ... ..



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway									
Dimensions of Hatchway									
COAMINGS	Height above Deck								
	Thickness								
	Sides								
	Stiffeners								
	Brackets, Stays								
HATCH BEAMS	Number								
	Spacing								
	Scantling and Sketch								
	Bearing Surface								
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
HATCH COVERS	Material								
	Thickness								
	How fitted								
	Bearing Surface								
Spacing of Cleats									
Number of Tarpaulins									

\*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 fiddle, funnel and ventilator coamings:— *The fiddle openings are covered with strong steel hinged covers & efficiently fastened.*

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

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

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

*The air pipes are now provided with wood plugs for closing purposes.*

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes —

Particulars of Side Scuttles:—

Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:—

*a life line has now been fitted on Port & Starboard Sides of the forward well. These are fastened to eye bolts at Forecastle & Bridge front bulkheads & can be adjusted with block & tackle.*

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						
Forward Well						

State position of each freeing port (F. and A. position and height above deck edge) } After Well:—  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— } Forward Well:—  
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								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
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).	
Poop Bulkhead	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	<i>as shown on Report No 18129.</i>
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
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:—



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

With view to the carriage of timber deck cargoes the following requirements have now been complied with:—

Strong sockets (J angles) have been efficiently secured to the stringer plate, and over same flat steel straps have been bolted to the bulkhead top bulb angle, there are spaced less than 10'-0" apart and are suitable for the securing of uprights in way of four & after well decks. Eye plates for lashings have been riveted to the sheer strake less than 10'-0" apart, the first eye plate being not more than 6'-6" from end bulkheads of superstructure. The double bottom tanks (excepting the No 1 & the after Double Bottom Tank) have been subdivided by fitting at the holes in centre girder steel plates bolted, and for wood plugs, leaving sufficient openings in way of stems for drainage. The steering rods are carried over after well deck on Port side by steel stanchions & on Starboard side by a strong gangway at the same height as Bridge deck & found efficient. In event of breakdown provision for steering is made by hand gear & by relieving tackle.

Builder's name and yard number

Names of sister ships

Owners

South Georgia C<sup>o</sup> L<sup>td</sup>

Fee £

Received by me



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