

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

now named "Blamorgan Coast" of Liverpool

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *quarter deck and forecabin.*Port of Survey **DUBLIN.**

(Type of Superstructures.)

Date of Survey **22nd + 25th APRIL 1932.**

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

FINOLA**BRITISH, LONDON****143533.****879****1921-2**Name of Surveyor **R. B. Guin.**Moulded Dimensions: Length **200'** Breadth **30.5'** Depth **15'-3 1/4"**Moulded displacement at moulded draught = 85 per cent. of moulded depth **1640** tonsCoefficient of fineness for use with Tables **.725**Particulars of Classification **+100A1.**

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 15.27	(a) Where D is greater than Table depth (D-Table depth) R = (15.31-13.33) 1.538 = +3.05	Moulded Breadth (B) 30.5'
Stringer plate95	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ 7.32
Heating on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 7 1/2"
Depth for Freeboard (D) = 15.31		Difference = .18
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.18}{4} (1 - \frac{.7813}{1}) = -.01$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Pop enclosed	✓				
" overhang					
R.Q.D. enclosed	128	128	3.54'	2.5	122.07
" overhang					
Bridge enclosed	✓				
" overhang aft					
" overhang forward					
F'cle enclosed	28.25	28.25	7.54'		26.25
" overhang					
Trunk aft	✓				
" forward					
Tonnage opening aft	✓				
" " forward					
Total	156.25	156.25			150.32

Standard Height of Superstructure 6.0'
" " R.Q.D. 3.64'
Deduction for complete superstructure 26.0"
Percentage covered $\frac{S}{L} =$ 78.13%
" " $\frac{S_1}{L} =$ 78.13%
" " $\frac{E}{L} =$ 75.16%
Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Percentage from Table, Line B. (corrected for absence of forecastle (if required)) 69.35%
Interpolation for bridge less than .2L (if required)
Deduction = 26.0 x .6935 = - 18.03

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	30	1		30	42.5	42.75	1		42.5
1/4 L from A.P.	13.35	4		53.4	18.0	17.97	4		71.88
2/4 L "	3.3	2		6.6	3.75	4.48	2		7.96
Amidships		4					4		
3/4 L from F.P.	6.6	2		13.2	8.5	7.88	2		15.76
1/4 L "	26.7	4		106.8	30.5	31.60	4		126.40
F.P.	60.0	1		60.0	67.5	69.00	1		67.5
Total				270.0					328.5

Mean actual sheer aft =
Mean standard sheer aft =Mean actual sheer forward =
Mean standard sheer forward =Length of enclosed superstructure forward of amidships = $\frac{28}{200} = .14$ " " aft of " = $\frac{100}{200} = .5$ Raised Quarter at W. Stairs = **3.64**Actual = **3.5**Diff. = **.14**Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{64.75}{18} \left(.75 - \frac{3906}{3594} \right) = -1.29$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **18.81** Ft.
Summer freeboard = **4.13**
Moulded draught (d) = **14.68**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **3.645 = 3 3/4"**Addition for Winter North Atlantic Freeboard (if required = **5 3/4"**)

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 1835$

Tons per inch immersion at summer load water line

 $T = 11.85$ Deduction = $\frac{\Delta}{40T}$ inches $= 3.87$ $= 3 3/4$

TABULAR FREEBOARD corrected for Flash Deck (if required)

Correction for coefficient $\frac{.725 + .68}{1.36} \times \frac{1.405}{1.36} \times 23.10$

	+	-
Depth Correction	3.05	
Deduction for superstructures		18.03
Sheer correction		1.29
Round of Beam correction01
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.	42.00	
	45.05	19.33
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	7 1/2	Tropical Fresh Water Freeboard	
Fresh Water Line " "	3 3/4	Fresh Water " "	
Tropical Line " "	3 3/4	Tropical " "	
Winter Line below " "	3 3/4	Winter " "	
Winter North Atlantic Line " "	5 3/4	Winter North Atlantic " "	

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			No 1		No 2		BUNKER HATCH		
Dimensions of Hatchway			14'-3" 37'-3" 17'-6"		31'-11 1/2" 17'-8"		4'-4" 18'-0"		
COAMINGS	{	Height above Deck	3'-3"		3'-3"		4'-3"		
		Thickness	.5"		.5"		.34"		
		Sides	B.A. 7"x3"x.44"		B.A. 7"x3"x.44"		none		
		Ends	C 12"x3 1/2"x.45"		C 12"x3 1/2"x.45"		none		
Stiffeners			none		none		STAYS TO BUNKER B/HEAD		
Brackets, Stays			none		none		none		
HATCH BEAMS	{	Number	MIN. 2'-7" MAX. 5'-8"		3'-9" 5'-8"		none		
		Spacing	DA. 4"x3"x.625"		DA. 4"x3"x.625"		none		
		Scantling and Sketch	.35" 27"		.35" 27"		none		
		Bearing Surface	DA 4"x3"x.625" 3 1/2"		DA. 4"x3"x.625" 3 1/2"		none		
FORE AND AFTERS	{	Number	none		none		none		
		Spacing	none		none		none		
		Unsupported Lengths	none		none		none		
		Scantling* and Sketch	none		none		none		
Bearing Surface			none		none		none		
HATCH COVERS	{	Material	W. PINE		W. PINE		W. PINE		
		Thickness	2 3/4"		2 3/4"		2 3/4"		
		How fitted	F. & A.		F. & A.		F. & A.		
		Bearing Surface	4"x3"		4"x3"		3"		
Spacing of Cleats			24"		24"		24"		
Number of Tarpaulins			2		2		2		
*Are wood fore and afters steel shod at all bearing surfaces? none									
Are battens and wedges efficient and in good condition? yes									
Are tarpaulins in good condition and in accordance with rule requirements? yes									
Are lashings provided in accordance with rule requirements? yes									

Particulars of fiddle, funnel and ventilator coamings:— *Stokehold gratings covered by strong steel hinged covers. Funnel in efficient condition. Engine skylight of steel strongly constructed. Stokehold ventilators require repairs.*

Particulars of Flush Bunker Scuttles:— *none.*

Particulars of Companionways:— *one forward, leads to Bottom store doorway 22 1/2" x 4'-11 1/2" sill 15", door, wood 1 1/2" thick, operated from both sides. Forward end of fore deck, man hole leading to No 1 hold, oval 28" x 21". Coaming 25 1/2" x 3" wood cover with eye bolts for lashings. one hatchway leads to fore end No 2 hold, 27" x 16 1/2", coamings 18 1/2" x 32, one hatchway leads to aft end No 2 hold, 24" x 19 1/2" coaming 3' x 35", cleats, battens & 2 3/4" covers also tarpaulins are provided for these hatchways.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— *one vent. on fore deck 10" dia. coamings 36" x 3" leads to Bottom store. one " " foreward deck 10" dia " 32" x 3" " " No 1 hold. Two " " QUARTER " 10" " " 32" x 3" " " No 2 " . All ventilators constructed in accordance with Rules and coamings with wood plugs and canvas covers.*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— *air pipes on fore-castle deck 13" high 3" dia. from fore peak. " " " fore deck 32" " 3 1/4" " " No 1 OB Tank. " " " Quarter deck 39" " 3 1/4" " " No 2 " " " " 31" " 3 1/2" " " No 3 " " " " 34 1/2" " 2 1/2" " " lower aft peak. " " " 37 1/2" " 2 1/4" " " upper " " none of these air pipes have snifting holes, nor are they closed. Wood plugs provided for closing all air pipes*

Particulars of Cargo and Coaling Ports:— *none.*

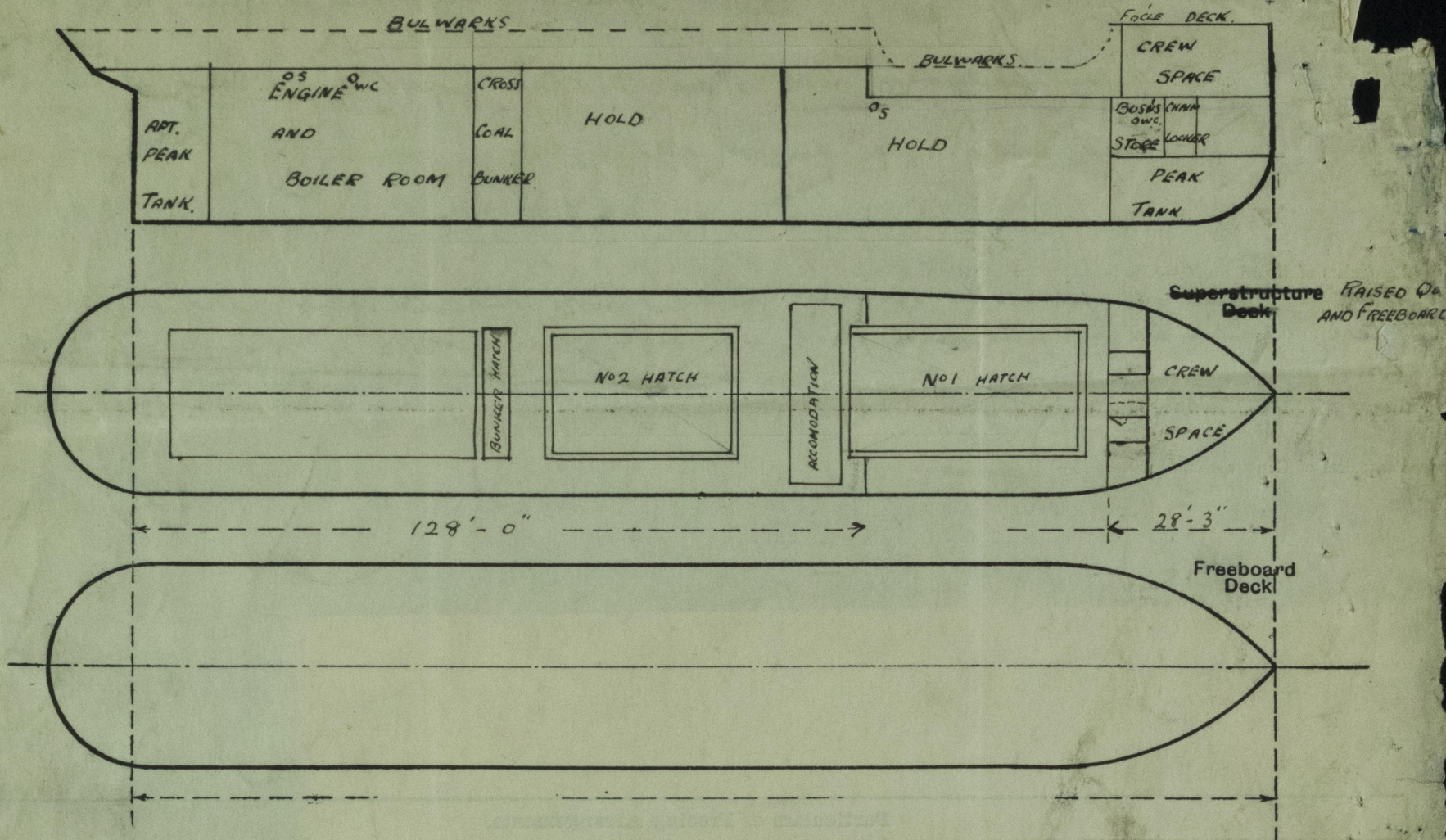


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Glanorgan Coast.

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangways, 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:— This vessel was examined in dry dock. please see Dublin Report No 4942.

Moulded Displacement at 85 per cent. of Moulded Depth 1640 TONS.
 External " at 16 ft. = 1935.
 " " " 15 " = 1800.
 " " " 14 " = 1655.

Tons per inch at 16 ft. = 12.
 " " " " 15 " = 11.8.
 " " " " 14 " = 11.72.
 11.72
 2.24 x 108 = 15.
 11.54

Builder's name and yard number DUBLIN DOCKYARD Co. No 105.

Names of sister ships

Owners MICHAEL MURPHY, LTD.

Fee £ 6 : 16 : 0

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