

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

31232

 Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~  
 having *Forecastle & R.O.D.*

Port of Survey

*Newcastle*

(Type of Superstructures.)

Date of Survey

*20th Sept 1932*

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

*"CORCHESTER"**British  
London**149801**2374**1927-4*

Name of Surveyor

*R. W. W. W.*

Moulded Dimensions: Length

*284.5*

Breadth

*41.6*

Depth

*21.1*

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

*4690*

tons

Coefficient of fineness for use with Tables

*776*

Particulars of Classification

*Class A1**S.S. Sec. 101-31*

Depth for Freeboard (D)

Moulded depth ... .. *21.08*Strisger plate ... .. *.05*

Sheathing on exposed deck

 $T \left( \frac{L-S}{L} \right) =$ 

Depth for Freeboard (D) =

*21.13*

Depth correction

(a) Where D is greater than Table depth  
(D - Table depth) R =*(21.13 - 18.96) 2.189 = 4.75*(b) Where D is less than Table depth (if allowed)  
(Table depth - D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

*41.5*Standard Round of Beam =  $\frac{B \times 12}{50} =$ *9.96*

Ship's Round of Beam =

*10.5*

Difference

*.54*

Restricted to

Correction =  $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ *.54 \times .3145 = .1698*

## 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 ...	<i>164.76</i>	<i>164.62</i>	<i>4.6</i>		<i>164.62</i>
„ overhang ...	<i>4</i>	<i>.16</i>			<i>.16</i>
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed <i>8 gun</i> ...	<i>29.11</i>	<i>29.11</i>	<i>7.3</i>		<i>29.11</i>
„ overhang ...	<i>23.6</i>	<i>1.13</i>			<i>1.13</i>
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<i>196.32</i>	<i>195.02</i>			<i>195.02</i>

Standard Height of Superstructure

*6.345*

„ „ R.Q.D.

*4.46*

Deduction for complete superstructure

*34.30*Percentage covered  $\frac{S}{L} =$ *69.0*„ „  $\frac{S_1}{L} =$ *68.55*„ „  $\frac{E}{L} =$ *68.55*

Percentage from Table, Line A.

*60.53*

(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 =

*34.30 \times 60.53 = 20.74*

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<i>38.45</i>	1	<i>38.45</i>	<i>39.48</i>	<i>39.48</i>	1	<i>39.48</i>
$\frac{1}{4}$ L from A.P. ...	<i>17.11</i>	4	<i>68.44</i>	<i>17</i>	<i>17.48</i>	4	<i>69.92</i>
$\frac{2}{4}$ L „ ...	<i>4.23</i>	2	<i>8.46</i>	<i>4.4</i>	<i>4.37</i>	2	<i>8.74</i>
Amidships ...		4				4	
$\frac{3}{4}$ L from F.P. ...	<i>8.46</i>	2	<i>16.92</i>	<i>9.5</i>	<i>9.50</i>	2	<i>19.00</i>
$\frac{1}{4}$ L „ ...	<i>34.22</i>	4	<i>136.88</i>	<i>38</i>	<i>38.00</i>	4	<i>152.0</i>
F.P. ...	<i>76.90</i>	1	<i>76.90</i>	<i>87</i>	<i>87.00</i>	1	<i>87.0</i>
Total ...			<i>346.05</i>				<i>376.14</i>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) =$ *30.09 \left( \frac{75-345}{18} \right) = -68*If limited on account of midship superstructure.  $.68 \times \frac{17862}{20000} =$ *-61*If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.Actual dr ht *4.5*Standard *4.46**.04**.12**.48*

Mean actual sheer aft =

*Excess*

Mean standard sheer aft =

Mean actual sheer forward =

*Excess*

Mean standard sheer forward =

Length of enclosed superstructure

forward of amidships =  $\frac{22.37}{284.5} =$ *0.07862*

„ „ aft of

=  $\frac{1}{17862}$ 

Deduction for Tropical Freeboard.

Addition for Winter and Winter North

Atlantic Freeboard.

IN WAY OF MARKING

Depth to Freeboard Deck =

*25.63*

Summer freeboard =

*6.675*

Moulded draught (d) =

*18.948*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *5040*

Tons per inch immersion at summer load water line

T =

*23.9*Deduction =  $\frac{\Delta}{40 T}$  inches*=**5/4*

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches =*4.74*

Addition for Winter North Atlantic Freeboard (if required) =

*2*

TABULAR FREEBOARD corrected for Flush Deck (if required)

*39.73*

Correction for coefficient

*776 + 68**136**42.53*

Depth Correction

*4.75*

Deduction for superstructures

*.76*

Sheer correction

*.61*

Round of Beam correction

*.04*

Correction for Thickness of Deck amidships

*.04*Other corrections, scantlings, etc. *Rad**.04*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~W~~, Steel Deck:-

Tropical Fresh Water Line above Centre of Disc	...	<i>10</i>
Fresh Water Line	...	<i>5 1/4</i>
Tropical Line	...	<i>4 3/4</i>
Winter Line	below	<i>4 3/4</i>
Winter North Atlantic Line	...	<i>6 3/4</i>

Tropical Fresh Water Freeboard	...	<i>6 - 8 3/4</i>	<i>6 - 7 3/4</i>
Fresh Water	...	<i>5 - 18 3/4</i>	<i>5 - 9 3/4</i>
Tropical	...	<i>6 - 2 3/4</i>	<i>6 - 2</i>
Winter	...	<i>6 - 3 1/4</i>	<i>6 - 3</i>
Winter North Atlantic	...	<i>7 - 0 3/4</i>	<i>7 - 0</i>
	...	<i>7 - 2 3/4</i>	<i>7 - 2</i>

-4 OCT 1932

5m, 3.32

RECEIVED 26 MAY 1933

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## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS												
Description of Hatchway			201	202	203	204	X B&W Hatch	2 Escape Hatch	Under Deck			
Dimensions of Hatchway			25-9 36-0.19-6	40-3x 26-3	26-3 31-0 x 25-9	25-3 31-0 x 21-6	22-3 x 5-10 1/2	4 x 2	29 x 25"			
COAMINGS	{	Height above Deck	4-6	4-6	4-0	4-0	3-7.	9 x 3 L	16"			
		Thickness	{	Sides	.44	.44	.44	.44	40	40		
				Ends	.44	.44	.44	40	40			
		Stiffeners	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40						
Brackets, Stays			2 1/2 Round	4	5	3	3					
HATCH BEAMS	{	Number	5	6	4	4						
		Spacing	6-0	5-8 1/2	6-1 1/2	6-1 1/2						
		Scantling and Sketch	Steel	2 1/2 - 24 x 40	24 x 40	24 x 40	24 x 40					
				2 in angle	2 in angle	4 in	4 in					
Bearing Surface			3	3	3	3						
FORE AND AFTERS	{	Number										
		Spacing										
		Unsupported Lengths										
		Scantling* and Sketch	None									
Bearing Surface												
HATCH COVERS	{	Material	W.P.	W.P.	WP	WP.	W.P.	Steel	W.P.			
		Thickness	3"	3"	3"	3"	3"	50	3"			
		How fitted	30a	30a	30a	30a	30a	Seamed	Solid			
		Bearing Surface	3 x 6	3 x 6	3 x 6	3 x 6	3"	by Goggles	2			
Spacing of Cleats			23	14	14	14	20	16-29"	13 1/2			
Number of Tarpaulins			2	2	2	2	2		2			
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/>												
Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/>												
Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/>												
Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/>												

Particulars of fiddley, funnel and ventilator coamings:—

Stokehold gratings covered by strong steel hinged covers. Sdley, funnel & vents in excellent condition. Engine room skylight of steel strongly constructed. ~~Some broken glass now being repaired.~~

Particulars of Flush Bunker Scuttles :—

None

Particulars of Companionways :—

Home.

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

On foretell head two 6" dia x 34" / 1 crew  
" " " one 15" dia x 48" - hold  
on trunk top two 15" dia x 31" /  
In fore well one 15" dia x 36" /

on Rght. Two  $7'' \times 36''$  to Bunker  
on apt trunk disk two  $13'' \times 34\frac{1}{2}''$ . Hold  
on Rght one  $13'' \times 36''$  to Hold  
" " " " apt-hold  
" " " " tunnel.

Ward plays  
~~Carroll cases~~  
being provided  
for that <sup>all requests</sup> where  
are not now  
filled with cases

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

On the head of the peak one  $4\frac{1}{2}$ " dia x  $9 \times 15$ " high Goose neck.  
 beside houses. Two  $7$ " " x  $8 \times 15$ " "  
 In fire wall two  $2\frac{1}{2}$ " dia x  $36$ " high. open end to C.S.B. Tank.  
 on R.P.St. two  $2\frac{1}{2}$ " dia x  $36$ " / to B.R. Tank. Goose neck.  
 "  $4\frac{1}{2}$ " " x  $32$  or  $34$  high to Supt tank G.N.  
 "  $2\frac{1}{2}$ " " x  $36$ " / open end to E.R. Tk.

To apt trunk two 21" dia x 36" open end  
To ppl peak one 6N. on top of apt;  
Trunk 34" above sh x 4" dia.

Wooden plugs ~~being~~ supplied  
ball pens.

Particulars of Gangway Cargo and Coaling Ports :—

None



## CORCHESTER

Particulars of Scuppers and Sanitary Discharge Pipes:—

Scupper on upper deck discharge just below deck thro' ship's side  
R.P.O.  
Crew W.C. discharge through ship's side for below up to with valve.  
amidships for " " below R.P.O. with valves.  
Baths " " " " without valves.

Particulars of Side Scuttles:—

Sidelights in Forecastle fixed with strong steel hinged  
deadlights. some glasses broken now being renewed.

Particulars of Guard Rails:—

On 2nd deck 2 rails 3' high stanchions spaced 4' apart  
Bulwarks elsewhere

Particulars of Gangways, Lifelines, etc.:—

None

Intable provision made for rigging lifelines  
in any part of the ship which might have to be  
used by the crew in the regular working of the ship.

## 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 ...	164-7½	3-6	3-0 x 1-5 4-0 x 1-6	6 1	23.5 33.0	32.92
Forward Well ...	88-18 89-3	3-11	3-0 x 1-5½	5	21.8	17.6
State position of each freeing port ... After Well:— From Po Front 30'-69. 88-4, 107-10, 129. 150-4: 10" up (F. and A. position and height above deck edge) Forward Well:— " " end. 5-4, 20, 37-8, 56-5, 77-4: 13" up State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Additional area where sheer is less than standard.						

all open ports with bars.

## 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 ...	7/20	7/20	4 x 2½ x 7/20 L	26.	none	none		4-6.
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...	7/20	7/20	5 x 3 x 6/20 L	as diaphragms @ 8" 28.	by T.B.	none		4-6.
Forecastle Bulkhead ...	6/20	6/20	3 x 3 x 6/20 L	31	none	4-6 x 2-0	18	7-3.
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	6/20	6/20	BR. 4 x 2½ x 6/20 ER 3½ x 2¾ x 6/20	30.	none	4-4 x 2-1 BR. 4-6 x 2-0. ER	18.	7-0.
Exposed Machinery Casings on Superstructure Decks ...								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

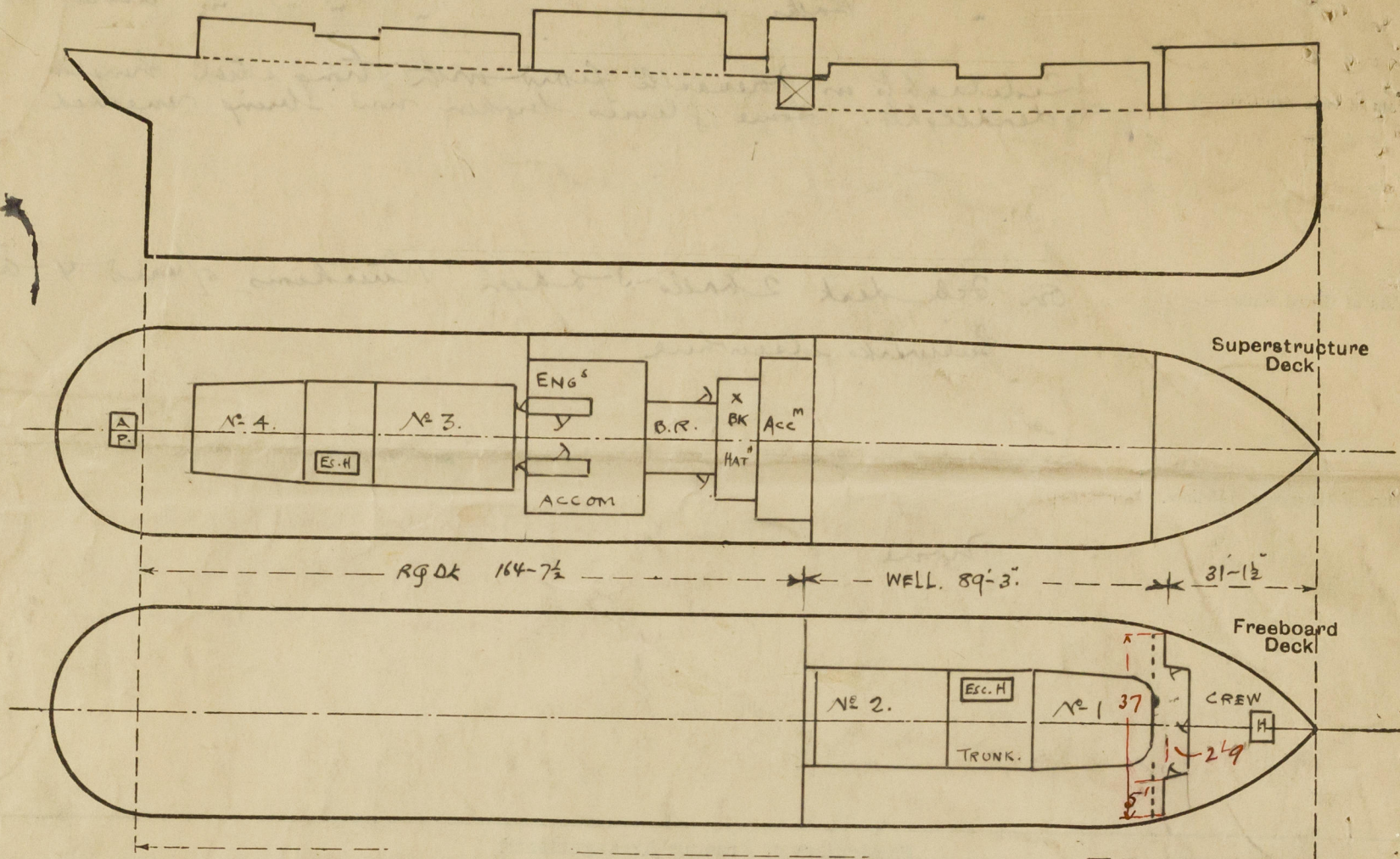
## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	None
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	
Forecastle Bulkhead ...	Three Oak panelled doors 1½ x ½" thick operates both sides.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Ordinary steel hinged doors 2 to fidley: } Out to E.H. Oak panelled doors 1½ x ½" thick with operated with side } protected by strong steel deck house now in hand. } with smaller entrance doors all operated both sides
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	



Conchafter

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:—



overhang  
31.37  
29.11  
2.26  
+ 10 x 2.75 / 37 = 7.44  
29.11  
28.37

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

Vessel measured up a float. Not due for S.S.  
The crew are berthed in the fore & amidships.

Depth at 18-6 = 4847 tons. & 23.8 tons per inch  
" " 19-6 = 5153 " " 24.0 " " "

Received from



Builder's name and yard number S.P. Austin Ltd No 308

Names of sister ships

OWNERS Cory Colliers Ltd. (Wm. Cory & Son Ltd.)

Fee £ 10. : 4. : 0.

Received by me



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