

Rpt. C.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.Index No. **30654**
(For London Office only.)No. **101358**

Computation of Freeboard for Steamer, Sailing Ship, Tanker *Brady*
having **RAISED QUARTER DECK** *And Incecastle*
Type of Superstructures.)
Ship's Name **WELSH ROSE** Nationality and Port of Registry **BRITISH LIVERPOOL** Official Number **144860** Gross Tonnage **581** Date of Build **1922-10**
Moulded Dimensions: Length **175'0"** Breadth **26'8 1/2"** Depth **13'0"**
Moulded displacement at moulded draught = 85 per cent. of moulded depth **1076** tons
Coefficient of fineness for use with Tables **725**
Port of Survey **LIVERPOOL**
Date of Survey **14 Nov. 1932**
Name of Surveyor **J. Stehman**
Particulars of Classification ***100A**
S.S. Hul. No 2-32

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... 13'0" ... 13.00	(a) Where D is greater than Table depth (D - Table depth) R = (13.00 - 11.67) 1.346 = + 1.83"	Moulded Breadth (B) 26'8 1/2" Standard Round of Beam = $\frac{B \times 12}{50} = \frac{6.45}{50} = 7"Ship's Round of Beam = 7"Difference .55"Restricted toCorrection = \frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.55}{4} \times .2362 = -.03"$
Stringer plate ... 3.803	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 1.02	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	
Depth for Freeboard (D) = 13.03		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Roof enclosed ...						Standard Height of Superstructure 6.00
" overhang ...						" " R.Q.D. 3.50
R.Q.D. enclosed ...	99.48	99.48	3'-6"	✓	99.48	Deduction for complete superstructure 23.50
" overhang ...						Percentage covered $\frac{S}{L} = 76.96\%$
Bridge enclosed ...	11.00	11.00	7'-0"	✓	11.00	" " $\frac{S_1}{L} = 76.38\%$
" overhang aft ...			+ 2 1/2" 5h			" " $\frac{E}{L} = 76.38\%$
" overhang forward ...						Percentage from Table, Line A. 70.85%
Wale enclosed <i>equivalent</i> ...	22.14	22.14	6'-9"	✓	22.14	(corrected for absence of forecastle (if required))
" overhang ...	2.05	1.02	+ 2 1/2" 5h		1.02	Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ...						Deduction = 23.50 × 70.85 = 16.65
" " forward						
Total ...	134.67	133.64			133.64	

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product	
A.P. ...	27.50	1	27.50	33	33.00	1	33.00	Mean actual sheer aft = <i>Excess</i> Mean standard sheer aft
1/4 L from A.P. ...	12.24	4	48.96	14	14.32	4	57.28	Mean actual sheer forward = <i>Excess</i> Mean standard sheer forward
1/2 L " ...	3.03	2	6.06	5	3.58	2	7.16	Length of enclosed superstructure forward of amidships = .13
2/3 L " ...		4	✓	0	✓	4	✓	" " aft of " = .50
Midships ...		4	✓	0	✓	4	✓	
1/4 L from F.P. ...	6.05	2	12.10	9	6.51	2	13.02	
1/2 L " ...	24.47	4	97.88	84	26.07	4	104.28	
F.P. ...	55.00	1	55.00	58	58.00	1	58.00	
Total ...			247.50				272.14	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{25.24}{18} \left(.75 - .3848 \right) = -.51"$

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.	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 $\frac{.68 \times 725}{1.36} = \frac{1.405}{1.36}$
Depth to <i>RQ</i> Freeboard Deck = 16.53 Ft.	$\Delta =$	Depth Correction ... 1.83
Summer freeboard = 3.86	Tons per inch immersion at summer load water line	Deduction for superstructures ... 16.65
Moulded draught (d) = 12.67	T =	Sheer correction51
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.17 = 3 1/4"	Deduction = $\frac{\Delta}{40T}$ inches = 3 1/4"	Round of Beam correction03
Addition for Winter North Atlantic Freeboard (if required) = 2"		Correction for Thickness of Deck amidships ... ✓
		Other corrections, scantlings, etc. ... 42.00
		43.83 17.19 + 26.64
		Summer Freeboard = 46.32

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *RAISED QUARTER* **Weed, Steel Deck** :-

Tropical Fresh Water Line above Centre of Disc ...	5 1/2"	Tropical Fresh Water Freeboard ...	3'-10 1/4"
Fresh Water Line " " ...	3 1/4"	Fresh Water " " ...	3'-4 3/4"
Tropical Line " " ...	2 1/4"	Tropical " " ...	3'-7"
Winter Line below " " ...	3 1/4"	Winter " " ...	3'-8" (Limited)
Winter North Atlantic Line " " ...	5 1/4"	Winter North Atlantic " " ...	4'-1 1/2"

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			N°1	N°2					
Dimensions of Hatchway			31'4" x 14'9"	33'2" x 14'9"					
COAMINGS	{	Height above Deck	30"	30"					
		Thickness { Sides	44"	44"					
		{ Ends	44"	44"					
		Stiffeners	7" x 3" x 3/8" B.A.	7" x 3" x 3/8" B.A.					
		Brackets, Stays	None	None					
HATCH BEAMS	{	Number	6	6					
		Spacing	4'-6"	4'-9"					
		Scantling and Sketch	12" x 32"	do.					
		Bearing Surface	3 x 3 x 42"						
FORE AND AFTERS	{	Number							
		Spacing							
		Unsupported Lengths							
		Scantling* and Sketch							
		Bearing Surface							
HATCH COVERS	{	Material	P.Pine						
		Thickness	2 1/2"						
		How fitted	Fit A						
		Bearing Surface	3"	do.					
Spacing of Cleats			24"						
Number of Tarpaulins			2						
<p>*Are wood fore and afters steel shod at all bearing surfaces? NONE</p> <p>Are battens and wedges efficient and in good condition? Yes</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? Yes</p> <p>Are lashings provided in accordance with rule requirements? Yes</p>									

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle gratings are efficiently covered with hinged steel plates.
 Funnel & Ventilator coamings are in good condition.

Particulars of Flush Bunker Scuttles:—

NONE

Particulars of Companionways:—

NONE

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

1 Port. 9'-0" high, 13" Dia. Securely stayed to the Forecastle Bulkhead to N°1 Hold.
 1 Star. 3'-0" 12" N°2 Hold.
 Efficient means of closing are provided

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

1 C 7" high 2" Dia to Fore Peak Tank (on Forecastle Head).
 1 P 15. 20" 2" N°1 Tank.
 1 P 15. 24" 2" N°2 "
 1 P 20" 3" Aft. Peak Tank. Efficient means of closing are provided

Particulars of Gangway Cargo and Coaling Ports:—

NONE



Particulars of Scuppers and Sanitary Discharge Pipes:—

6" x 4" scuppers cut in gunwale bar as marked "5" on sketch.
Sanitary discharges 3 P.M. 2 stars are fitted with storm valves.

Particulars of Side Scuttles:—

3 P.M. 3 stars with hinged deadlights in Forecastle accommodation.

Particulars of Guard Rails:—

Forecastle; 3'-0" high stanchions 4'-0" apart. 2 rails.

Particulars of Gangways, Lifelines, etc.:—

Efficient gangway life line fitted along top of hatch.

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 R.Q.D. ...	99'5 3/4"	3'-0"	4'-0" x 1'-6"	3.	18.28 sq ft.	20 1/2
Forward Well ...	40'-4"	3'-6"	4'-0" x 1'-6"	2.	12.00 sq ft.	

State position of each freeing port ... After Well:—
(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:—

Bars fitted.

Additional area where sheer is less than standard.

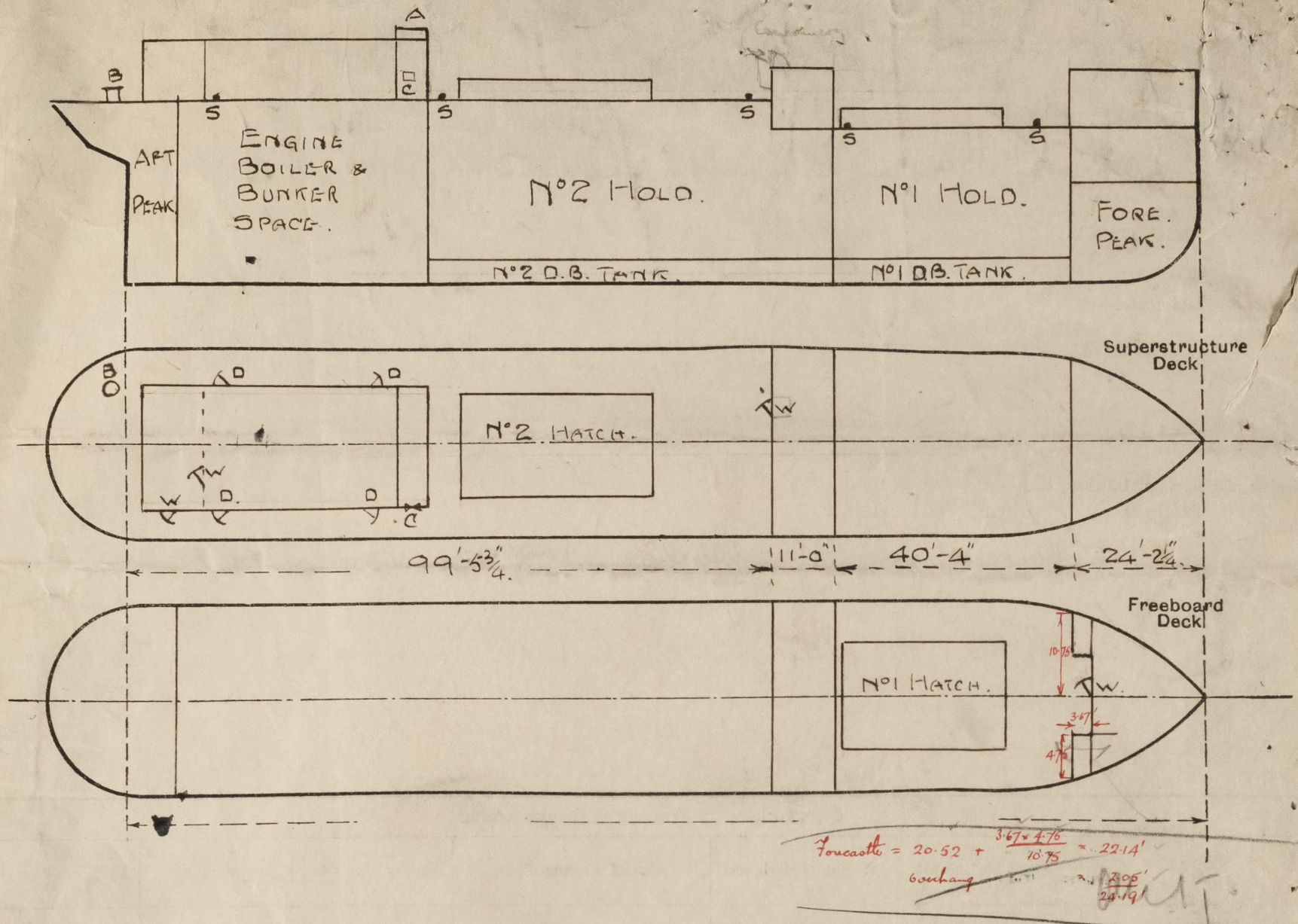
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...	✓	.26.	Wood lined	✓	✓	4'-8" x 2'-0" specially shaped	✓	3'-6"
Bridge, After Bulkhead26.	3 x 3 x .26	✓	✓		18"	7'-0"
Bridge, Forward Bulkhead30.	.26.	5 1/2 x 3 x .40	30"	Wood lined	✓	✓	7'-0"
Forecastle Bulkhead ...	5/16"	1/4"	3 x 3 x 5/16	30"	None	4'-6" x 2'-0"	18"	6'-9"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	5/16"	1/4"	2 1/2 x 2 1/2 x 3/16	36"	None	4'-0" x 2'-0"	19"	6'-8"
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 ...	✓ no openings
Bridge, After Bulkhead ...	Strong wood door, operated from both sides
Bridge, Forward Bulkhead ...	✓ no openings
Forecastle Bulkhead ...	One steel door, operated from both sides
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Four steel and wood door
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 shown on the following sketches:—



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

- A. Coaling Hatch 5'-3" x 15'-6" 12" x 1/2" B.A. Coaming on Fiddle top.
2 1/2" P.P. hatches fitted F+H. Rests 2 1/2" One tarpaulin. Cleats spaced 2'-0"
- B. Aft. Peak door. 18" Coaming 18" Dia 3/8" T. Bolled top plate 3/8" T. Bolts 5" apart.
- C. Opening to Bunker space. 2'-0" long x 1'-6" and 3'-0" from deck. closed efficiently with plate sliding in ways.
- D. Steel Doors.
- W. Wood. doors.

Vessel afloat — for Indocent measurement only.

Builder's name and yard number GOOLE SHIPBUILDING & REPAIRING Co's. N° 241.

Names of sister ships

Owners R. HUGHES & Co.

Fee £ 6 : 16 : 0.

Received by me

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