

Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
 having Shell Deck with Tonnage Opening  
 (Survey on account of Alteration to position of Tonnage Op.)  
 (Type of Superstructures.) see sketch p. 4.

Ship's Name <u>S.S. "CAMBRIAN COAST"</u> <u>EX "KINSALE"</u>	Nationality and Port of Registry <u>BRITISH</u> <u>LIVERPOOL</u>	Official Number <u>146282</u>	Gross Tonnage	Date of Build <u>1922</u>
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Port of Survey London  
 Date of Survey 22nd Aug 1933  
 Name of Surveyor Chas. H. Stokes  
 Particulars of Classification +100A1  
Shell Deck with 11'

Moulded Dimensions: Length 115' 6" Breadth 24' 6" Depth 11' 6"  
 Moulded displacement at moulded draught = 85 per cent. of moulded depth  
 Coefficient of fineness for use with Tables 1 per 100 T LTR 29/11/37

<b>Depth for Freeboard (D)</b> Moulded depth ... .. Stringer plate ... .. Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) =	<b>Depth correction</b> (a) Where D is greater than Table depth (D - Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	<b>Round of Beam correction</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = Difference Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$
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## 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		
$\frac{1}{4}$ L from A.P. ... ..		4					4		
$\frac{2}{8}$ L " ... ..		2					2		
Amidships ... ..		4					4		
$\frac{3}{8}$ L from F.P. ... ..		2					2		
$\frac{1}{4}$ 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 =  
 $\frac{L}{L}$

" " 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  $1\frac{1}{2}$  ins. per 100 ft.

Deduction for Tropical Freeboard.  
 Addition for Winter and Winter North Atlantic Freeboard.

Ft.  
 Depth to Freeboard Deck =  
 Summer freeboard =  
 Moulded draught (d) =

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction =  $\frac{\Delta}{40 T}$  inches =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction ... ..		
Deduction for superstructures ... ..		
Sheer correction ... ..		
Round of Beam correction ... ..		
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 ... ..	
Fresh Water Line " " ... ..	
Tropical Line " " ... ..	
Winter Line below " " ... ..	
Winter North Atlantic Line " " ... ..	

Tropical Fresh Water Freeboard ... ..	
Fresh Water " " ... ..	
Tropical " " ... ..	
Winter " " ... ..	
Winter North Atlantic " " ... ..	

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway ... ..											
Dimensions of Hatchway ... ..											
COAMINGS	{	Height above Deck ...									
		Thickness {	Sides ...								
			Ends ...								
		Stiffeners ...									
		Brackets, Stays ...									
HATCH BEAMS	{	Number ... ..									
		Spacing ... ..									
		Scantling and Sketch ...									
		Bearing Surface ... ..									
FORE AND AFTERS	{	Number ... ..									
		Spacing ... ..									
		Unsupported Lengths ...									
		Scantling* and Sketch ...									
		Bearing Surface ... ..									
HATCH COVERS	{	Material ... ..									
		Thickness ... ..									
		How fitted ... ..									
		Bearing Surface ... ..									
Spacing of Cleats ... ..											
Number of Tarpaulins ... ..											
<p>*Are wood fore and afters steel shod at all bearing surfaces ?</p> <p>Are battens and wedges efficient and in good condition ?</p> <p>Are tarpaulins in good condition and in accordance with rule requirements ?</p> <p>Are lashings provided in accordance with rule requirements ?</p>											

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 :—

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

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. :—

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 ... .. { 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 :— 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 Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks ... ..								
Machinery Casings within Superstruc- tures 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 ... ..	
Forecastle Bulkhead ... ..	
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super- structure Decks ... ..	
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	



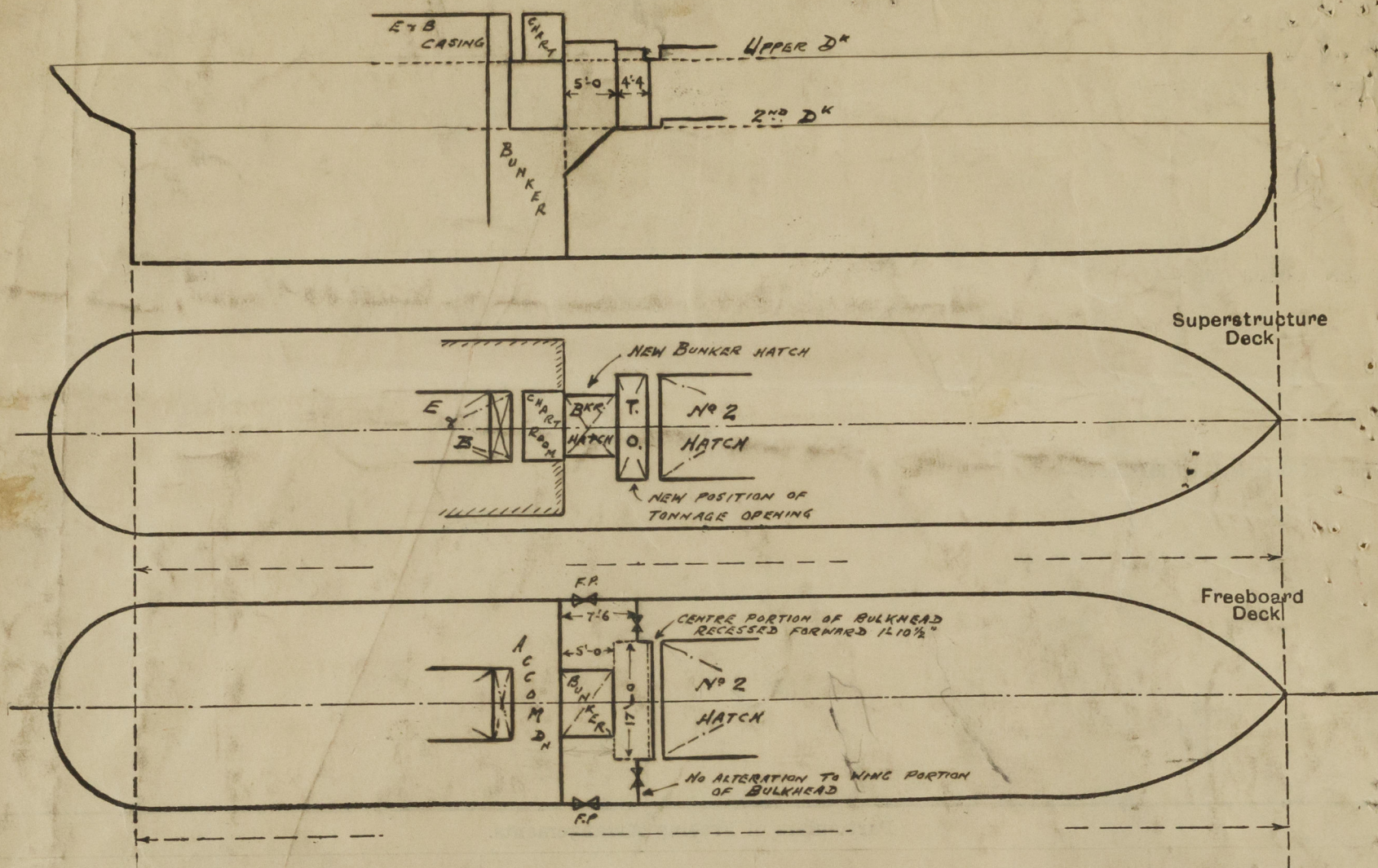
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



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

To provide additional Bunker Space, the following alterations, as indicated above in sketch, have been effected:—

- (1) A Bunker Hatch, trunked down to Freeboard Deck, has been fitted at front of Chart Room — Hatch 10'0" x 5'0", coaming 21" x 3/8" (x. hatch beams or fore & aft, 3" H.P. covers laid fore & aft, 3" rest bars, cleats spaced 24"-18" and fitted with 2 tarpaulins & battening arrangements.)
- (2) The Tonnage opening hatch 17'0" x 4'0" has been moved bodily forward to accommodate the above bunker hatch, necessitating the recessing of centre portion of Trunk bulk forward one frame space (the wing portions of this Trunk bulk with tonnage openings 4'0" x 3'0" p.s. remain unaltered.)  
*Efficient temporary covers fitted*

The Registered Tonnage has been increased to  $342\frac{64}{100}$  tons.

*C.H.S.*

Builder's name and yard number

*Harland & Wolff No. 626 A.*

Names of sister ships

Owners

*Coast Lines Ltd.*

Fee £

Received by me



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