

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Raised quarter deck, Bridge & foremast deck.*

(Type of Superstructures.)

Ship's Name *"OVERTON"* Nationality and Port of Registry *British Liverpool* Official Number *131393* Gross Tonnage *426* Date of Build *1911-10-11*

Moulded Dimensions: Length L.W.L. *142-8* Breadth *24-25* Depth *11-9*
Moulded displacement at moulded draught = 85 per cent. of moulded depth *9-98* = *742 703* tons
Coefficient of fineness for use with Tables *712*

Port of Survey *Liverpool (BIRKENHEAD)*

Date of Survey *Oct 6th 1932*

Name of Surveyor *T. Richardson*

Particulars of Classification *100. H. 1.*
S.S. Bkn. No. 3-4.24
S.S. Nuc. No. 1-28

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	<i>11-9-75</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(11-78 - 9-52) 1-098 = +2-48"</i>		Moulded Breadth (B)	<i>24-25</i>
Stringer plate	<i>34-03</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<i>5-82</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$				Ship's Round of Beam	<i>5-94</i>
Depth for Freeboard (D) =	<i>11-78</i>	If restricted by superstructures		Difference	<i>-07"</i>
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	<i>= \frac{07}{4} \times 2073 = N.L.</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure <i>6-00</i>
" overhang						" " R.Q.D. <i>3-288</i>
R.Q.D. enclosed	<i>81-0"</i>	<i>81-00</i>	<i>3-6"</i>		<i>81-00</i>	Deduction for complete superstructure <i>20-28</i>
" overhang						Percentage covered $\frac{S}{L} =$ <i>80-54%</i>
Bridge enclosed	<i>9-0"</i>	<i>9-00</i>	<i>7-0"</i>		<i>9-00</i>	" " $\frac{S_1}{L} =$ <i>79-27%</i>
" overhang aft						" " $\frac{E}{L} =$ <i>79-27%</i>
" overhang forward	<i>21-4</i>					Percentage from Table, Line A. <i>74-40%</i>
F'cle enclosed	<i>20-6</i>	<i>21-40</i>	<i>7-0"</i>		<i>21-40</i>	(corrected for absence of forecastle (if required))
" overhang	<i>4-6</i>	<i>1-80</i>			<i>1-80</i>	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 = <i>-15-09"</i>
" forward						
Total	<i>115-00</i>	<i>113-20</i>			<i>113-20</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product	
A.P.	<i>24-28</i>	1	<i>24-28</i>	<i>29"</i>	<i>29-00</i>	1	<i>24-28</i>	Mean actual sheer aft = <i>Excess</i>
1/4 L from A.P.	<i>10-80</i>	4	<i>43-20</i>	<i>12"</i>	<i>12-06</i>	4	<i>43-20</i>	Mean actual sheer forward = <i>Deficient</i>
2/4 L "	<i>2-67</i>	2	<i>5-34</i>	<i>3"</i>	<i>3-01</i>	2	<i>5-34</i>	Mean standard sheer forward
Amidships		4				4		Length of enclosed superstructure forward of amidships =
3/4 L from F.P.	<i>5-34</i>	2	<i>10-68</i>	<i>3 1/2"</i>	<i>4-84</i>	2	<i>9-68</i>	" " aft of " =
1/4 L "	<i>21-61</i>	4	<i>86-44</i>	<i>19 1/2"</i>	<i>19-35</i>	4	<i>77-40</i>	
F.P.	<i>48-56</i>	1	<i>48-56</i>	<i>44"</i>	<i>44-00</i>	1	<i>44-00</i>	
Total			<i>218-60</i>				<i>203-90</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{14-60}{18} (.75 - .4027) = +2-28"$

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 *R.Q.* Deck = *15-28*
Summer freeboard = *3-71*
Moulded draught (d) = *11-57*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *2-89 = 3"*
Addition for Winter North Atlantic Freeboard (if required) = *2"*

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
= *3"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	<i>2-48</i>	
Deduction for superstructures		<i>15-09</i>
Sheer correction	<i>28</i>	
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc. <i>R.Q.D.</i>	<i>42-00</i>	
	<i>44-76</i>	<i>15-09</i>
Summer Freeboard =	<i>4</i>	<i>+29</i>

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

Tropical Fresh Water Line above Centre of Disc	<i>3 1/2"</i>	Tropical Fresh Water Freeboard	<i>3'-5"</i>
Fresh Water Line	<i>3"</i>	Fresh Water	<i>3'-5 1/2"</i>
Tropical Line	<i>1/2" limited</i>	Tropical	<i>3'-8" (limited)</i>
Winter Line below	<i>3"</i>	Winter	<i>3'-11 1/2"</i>
Winter North Atlantic Line	<i>5"</i>	Winter North Atlantic	<i>4'-1 1/2"</i>

Overton

A. B. C. D.

Stoke Hold Gratings covered with strong steel hinged covers.
Tunnel and Sidley Ventilators in efficient condition.
Engine skylight of steel, strongly constructed.

None.

One steel Companion from Raised Quarter St. to Bridge accommodation. 3' 4" above Bridge St.
x 2' 9" wide (see sketch). Trunk door 4' 11" x 2' 5" x 20" steel. 1 1/2 frames. 2 panels. manipulated both sides.

2 Vents on Forecaster	6" diam.	Coaming	18" x 4"	Red to Crew in Forecaster.
1 " " " "	8" " "	"	20" x 4"	" " "
1 " " " "	3" " "	"	6 1/2" x 4"	" " Basin Hdw.
1 " " " Main	8" " "	"	24" x 3 1/2"	" " Hold.
2 " " " Quarter	9" " "	"	25" x 1 1/2"	" " "
2 Swan Vents	3" " "	Cast iron	21" high	" " Coal Bunkers.

all Vents constructed in accordance with the Rules ~~and some~~ have wood plugs and canvas covers. ✓

One c.i. air pipe on Forecastle Deck. 2" high x 2" diam. from Fore Peak Tank.
One c.i. " " " Quarter " 19" x 12" " " after Peak Tank.

Singing.

Wood plays provided

None.

Discharge from W.C. in Casings aft. 5" diam., out 1.0' Below Quarter Dk. } Fitted with non return valves. ✓
 " " Crews W.C. forward 5" " 1.6" " Main Dk. }
 all scuppers on Main Dk. and Raised Quarter Dk. are through gunwale bar. ✓

8" diam. at Bridge sides. No Deadlights fitted. 18" Below D^t. 6 centres. ✓
7" " " Forecastle " Hinged Deadlights fitted 18" " " " " ✓
All Scaffolds of substantial construction. ✓

Guard rails on Forecastle 3'0" high. with 2 rods, stanchions spaced not more than 3'6".
Steel Bulwark on Main Deck 3'6" high. efficiently constructed and supported.
Trunk " " Bridge " 3'0" " x $\frac{1}{2}$ " thick with 6"x2" Trunk rail.

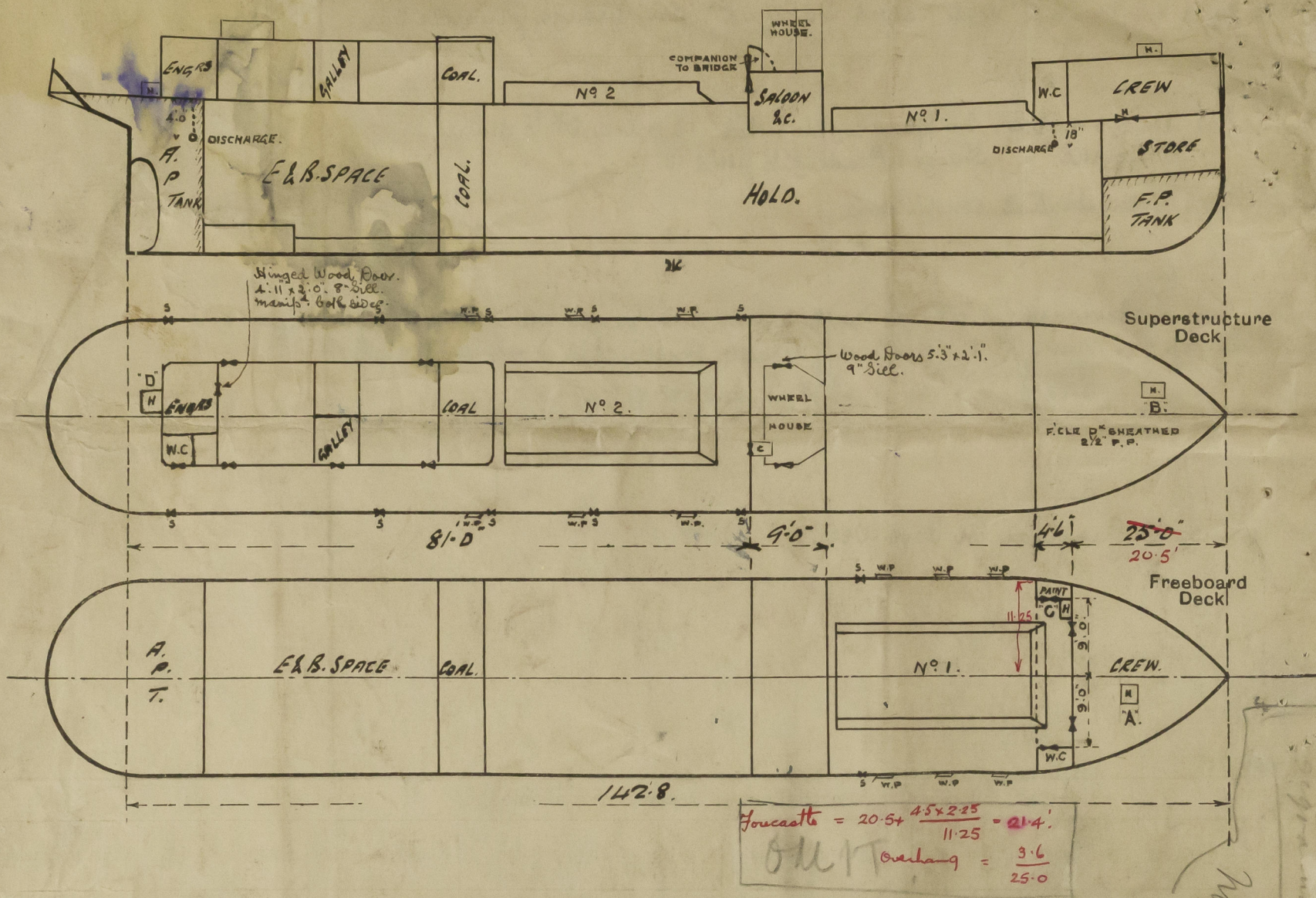
no fittings for gangway in fore well. Suitable provision made for rigging lifelines for use in any part of the ship which might have to be used by the crew in the regular workings of the ship.

State position of each freeing port ... { After Well:— Iron Bridge End. 2.10. 19.6. 35.7. 3" above deck.
(P and A. position and height above deck edge) { Forward Well:— " " " 5.11. 12.6. 19.0. 9" "
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Hinged plate shutter and one rod

Trunk, Forward	5'- 7 1/2"	2 1/2" + 2 1/2" + 5'- 7 1/2" A	32"	Brackets 6 Casing Top	6 Down (else) 4 1/2" + 1 1/2"	22"	7'-0"
Exposed Machinery Casings on Deck							
Exposed Raised Quarter Decks ...							
Exposed 24 inch Gun							

[illegible]

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:—

Surveyed afloat. Vessel laid up.
Timber sheathing not required.

The S.S. "Westdale" recently assigned is a risley vessel.

Particulars of Displacement etc. obtained from Displacement Scale on board the vessel.

Depth at 11'0" Draft = 790 Tons. Tons per inch = 6.8.
" " 11'6" " = 832 " " " = 6.88.
" " 11'8" " = 845 "

OMIT

~~Locks to all Doors in Casings, Bridge Companion and Forecastle require overhaul or renewal.~~

Builder's name and yard number J. T. ELTRINGHAM & CO LTD No 283. SOUTH SHIELDS.

Names of sister ships "WESTDALE" No 284

Owners OVERTON, S. S. CO LTD.

Fee £ 5 : 2 : 0. Received by me



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