

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Leith</i>
having <i>Forecastle, Bridge & R.Q.D.</i>					Date of Survey <i>14/10/32</i>
(Type of Superstructures.)					Name of Surveyor <i>Chas R Rowcliffe</i>
Ship's Name <i>"FOLDA"</i>	Nationality and Port of Registry <i>British Leith</i>	Official Number <i>145981</i>	Gross Tonnage <i>1165</i>	Date of Build <i>1920</i>	Particulars of Classification <i>100 A1</i>
Moulded Dimensions: Length <i>220'</i> Breadth <i>34'</i> Depth <i>16'-6"</i>					<i>S.S. Lon No. 3-10, 32</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>2239</i> tons					<i>S.S. LH No 2-31</i>
Coefficient of fineness for use with Tables <i>.447</i>					

Depth for Freeboard (D)		Depth correction	Round of Beam correction
Moulded depth	<i>16.5</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(16.54 - 14.64) 1.692 = 3.16</i>	Moulded Breadth (B) <i>34.0</i>
Stridger plate	<i>.04</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>8</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures	Ship's Round of Beam = <i>7</i>
Depth for Freeboard (D) =	<i>16.54</i>		Difference <i>deficient 1</i>
			Restricted to
			Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.16}{4} \times$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed	<i>119'-2 1/2"</i>	<i>119.21</i>	<i>3'-10"</i>		<i>119.21</i>
" overhang					
Bridge enclosed... ..	<i>13'-1 1/2"</i>	<i>13.12</i>	<i>7'-6"</i>		<i>13.12</i>
" overhang aft					
overhang forward					
Fore enclosed <i>OPEN</i>	<i>21'-3"</i>	<i>21.25</i>	<i>7'-6"</i>		<i>21.25</i>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<i>153.58</i>	<i>153.58</i>			<i>153.58</i>

Standard Height of Superstructure	<i>6.0</i>
" " R.Q.D.	<i>3.80</i>
Deduction for complete superstructure	<i>28.0</i>
Percentage covered $\frac{S}{L} =$	<i>69.80</i>
" " $\frac{S_1}{L} =$	<i>69.80</i>
" " $\frac{E}{L} =$	<i>69.80</i>
Percentage from Table, Line A.	<i>62.66</i>
(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 = .6266 x 28 =	<i>17.54</i>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>32.00</i>	1		<i>32.00</i>	<i>35</i>	<i>35.00</i>	1		<i>35.00</i>
1/8 L from A.P.	<i>14.24</i>	4		<i>56.96</i>	<i>15</i>	<i>15.01</i>	4		<i>60.04</i>
3/8 L "	<i>3.52</i>	2		<i>7.04</i>	<i>3.5</i>	<i>3.45</i>	2		<i>7.50</i>
Amidships		4			0		4		
5/8 L from F.P.	<i>7.04</i>	2		<i>14.08</i>	<i>9.5</i>	<i>9.67</i>	2		<i>19.34</i>
3/4 L "	<i>28.48</i>	4		<i>113.92</i>	<i>39</i>	<i>38.70</i>	4		<i>154.80</i>
F.P.	<i>64.00</i>	1		<i>64.00</i>	<i>83</i>	<i>83.00</i>	1		<i>83.00</i>
Total				<i>288.00</i>					<i>359.68</i>

Mean actual sheer aft = *excess*
Mean standard sheer aftMean actual sheer forward = *excess*
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = *> .10*
" " aft of " = *.5*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{71.68}{18} (.75 - .349) = 1.60$

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.RAISED QUARTER
Depth to Deck = *20.34*
Summer freeboard = *4.83*
Moulded draught (d) = *15.54*Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *3.88*
Addition for Winter North Atlantic Freeboard (if required) = *4"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$
Tons per inch immersion at summer load water line
T = *15.3*Deduction = $\frac{\Delta}{40 T}$ inches = *4"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.744 + .68}{1.36} \frac{.1424}{1.36}$

Depth Correction	<i>3.16</i>
Deduction for superstructures	<i>17.54</i>
Sheer correction	<i>1.60</i>
Round of Beam correction	<i>.09</i>
Correction for Deck amidships	<i>46.00</i>
Other corrections, scantlings, etc.	

Summer Freeboard = *58.02*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *RAISED QUARTER*, Steel Deck :- *4'-10"*

Tropical Fresh Water Line above Centre of Disc	<i>8'</i>
Fresh Water Line " "	<i>4'</i>
Tropical Line " "	<i>4'</i>
Winter Line below " "	<i>4'</i>
Winter North Atlantic Line " "	<i>6'</i>

Tropical Fresh Water Freeboard	<i>4'-2"</i>
Fresh Water " "	<i>4'-6"</i>
Tropical " "	<i>4'-6"</i>
Winter " "	<i>5'-2"</i>
Winter North Atlantic " "	<i>5'-4"</i>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

[illegible]

✓ Sidelights & gratings covered by strong steel hinged lids.
✓ Engine room lit by light of steel, strong by construction, in efficient condition.
Tunnel & ventilator workings in efficient condition.

Particulars of Flush Bunker Scuttles:—

nil

Particulars of Companionways :—

nil

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

2 Vents on Wall 12" dia 36" coaming
3 Vents on Bridge 6" " 17" "
2 Vents on R.G.D.A. " 30" "
1 Unknown vent on Bridge 10" dia 12" high

All vents can be closed with wood plugs
& canvas covers. ✓

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

1	air pipe on Forecastle	2½ dia 6" high leading to F.P.
2	" " "	" " "
3	" " "	" " "
4	" " "	" " "
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6	" " "	" " "
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99	" " "	" " "
100	" " "	" " "

2	"	on base of 6"	1 1/2	4	"	high leading to FP			
4	"	" " " "	2 1/2	"	"	"	"	"	DB
6	"	" " " "	2	"	"	"	"	"	DB
3	"	" " " "	2	"	"	"	"	"	DB
1	"	" " " "	2	"	"	"	"	"	DB
		on base of 6"	2 1/2	"	"	"	"	"	AP

All vents can be closed with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

nil.

GLASGOW REPORT No 60926

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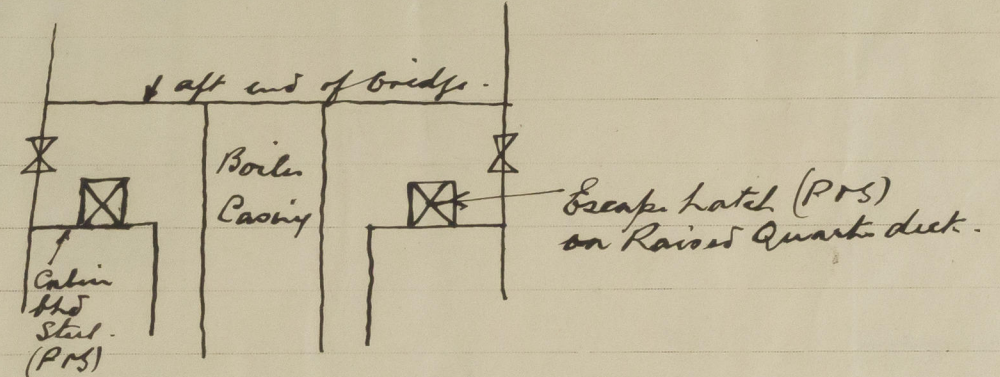
Ship's Name S. S. FOLDA

Official No. 145981.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines
in original C 11 Report.

An escape hatch to bunkers (P.E.S) fitted in way of cabin bulkhead
in mess passage to ash shoots on Raised Quarters deck.

Particulars as follows:- Size 23"x18" Coaming 19"x4 1/2" above deck.
Rat bar 2 1/2" wide. Wood Latch cover 2 1/2" thick. 2 tarpaulins
Cleats, battens and wedges found efficient.



Sketch showing position of escape hatches.

J. Thomson.

6/4/39.

Noted JWB

11 APR 1939

articulars of Scupperns and Sanitary Discharge Pipes :—

1	Sail pipe P from bridge space,	leading overboard, below freeboard cleek,	storm valve at shell.
1	" " " " "	" " " " "	" " " " "
1	" " " " accom' aft,	" " " " "	" " " " "

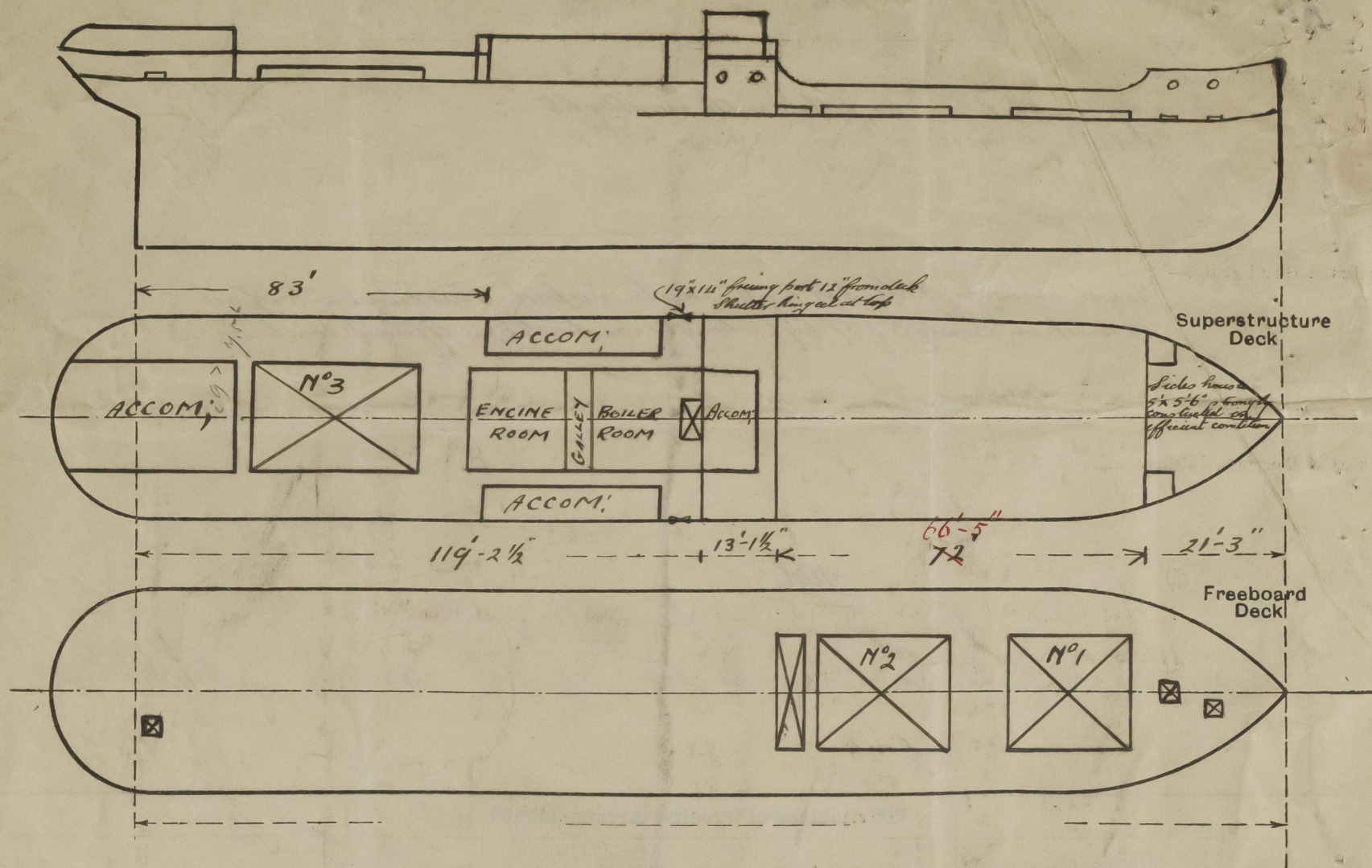
✓ 2 P4S in Yale 10" dia, fitted with shoulderlights
2 P4S in Bridge 12" " " " " "

Guard rails on Deck 3 ft high, 3 rails 12" apart. Stanchions 4'-6" apart.
Bulwark on Bridge 3'-9" high, strongly constructed, in efficient condition.

✓ nil
Provision made for rigging lifeline to be used
by the crew in the regular working of the vessel.

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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:—

*This vessel is in dry dock for condition survey only
The requirements for timber deck cargoes are now in hand
& will be reported on later.*

- ① The double bottom within midship $\frac{1}{2}L$ longitudinally subdivided by wood planks closing the holes in the Centre Girders, sufficient holes being left for drainage to Suctions
- ② Strong angles efficiently secured to Stringer plate spaced not more than 10' apart
- ③ Eye plates for lashings riveted to sheerstrake at intervals not exceeding 10' the distance from the end bulkhead of a superstructure to first eye plate is not more than 6'-6"
- ④ Secondary means of steering in her hand aft
- ⑤ Bulwarks strongly constructed in efficient condition.

Builder's name and yard number

J S White & Co. Cores

Names of sister ships

Owners

South Georgia & S^d

Fee £ 8 : 10 : 0

Received by me



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