

Wounded  
23030

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~  
Having ONE DECK (PART IRON PART STEEL) WELDED DECK  
RAISED QUARTER DECK, BRIDGE AND FORECASTLE.  
(Type of Superstructures.)

Ship's Name <u>ABERDEEN</u>	Nationality and Port of Registry <u>BRITISH</u> <u>SYDNEY N.S.W.</u>	Official Number <u>131539</u>	Gross Tonnage <u>818</u>	Date of Build <u>1913-5</u>
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Moulded Dimensions: Length 193' Breadth 30' Depth 14'6"  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1534 tons  
Coefficient of fineness for use with Tables .745

Port of Survey SYDNEY N.S.W.  
Date of Survey 23<sup>rd</sup> & 25<sup>th</sup> JULY 1935  
Name of Surveyor Jas. C. B. Smith  
Particulars of Classification +100 A1  
S.S. 510. N° 3. 9. 25  
S.S. 510. N° 2. 34

<b>Depth for Freeboard (D)</b> Moulded depth ... <u>14'5"</u> Stringer plate ... <u>.45"</u> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>14'54"</u>	<b>Depth correction</b> (a) Where D is greater than Table depth (D-Table depth) R = $(14'54" - 13'00") 1'54"$ <u>= + 2'31"</u> (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) <u>30'00"</u> Standard Round of Beam = $\frac{B \times 12}{50} = 7'20"$ Ship's Round of Beam <u>= 7'5"</u> Difference <u>Excess .30"</u> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.30}{4} \times .2204 = -.02$
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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 ...	<u>110'0"</u>	<u>110'00"</u>	<u>3'75"</u>	<u>✓</u>	<u>110'00"</u>
" overhang ...					
Bridge enclosed ...	<u>9'16"</u>	<u>9'16"</u>	<u>7'0"</u>	<u>✓</u>	<u>9'16"</u>
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ...	<u>31'94"</u>	<u>31'94"</u>	<u>7'0"</u>	<u>✓</u>	<u>31'94"</u>
" overhang ...	<u>1'81"</u>	<u>.90"</u>	<u>7'0"</u>	<u>✓</u>	<u>.90"</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<u>152'91"</u>	<u>152'00"</u>			<u>152'00"</u>

Standard Height of Superstructure <u>6'00"</u>	
" " R.Q.D. <u>3'633"</u>	
Deduction for complete superstructure <u>25'50"</u>	
Percentage covered $\frac{S}{L} = 78.42\%$	
" " $\frac{S_1}{L} = 77.93\%$	
" " $\frac{E}{L} = 77.93\%$	
Percentage from Table, Line A. <u>72.75%</u>	
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B. <u>✓</u>	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction = $25'50" \times .7275 = -19'55"$	

Actual R.Q.D. = 3'75"  
Standard = 3'633"  
Diff = .117"

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>29'50"</u>	<u>1</u>		<u>29'50"</u>	<u>30'00"</u>	<u>30'00"</u>	<u>1</u>		<u>30'00"</u>
$\frac{1}{2}$ L from A.P. ...	<u>13'13"</u>	<u>4</u>		<u>52'52"</u>	<u>13'25"</u>	<u>13'03"</u>	<u>4</u>		<u>52'12"</u>
$\frac{2}{3}$ L " ...	<u>3'245"</u>	<u>2</u>		<u>6'49"</u>	<u>3'25"</u>	<u>3'26"</u>	<u>2</u>		<u>6'52"</u>
Amidships ...	<u>✓</u>	<u>4</u>		<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>4</u>		<u>✓</u>
$\frac{2}{3}$ L from F.P. ...	<u>6'49"</u>	<u>2</u>		<u>12'98"</u>	<u>7'25"</u>	<u>7'21"</u>	<u>2</u>		<u>14'42"</u>
$\frac{1}{2}$ L " ...	<u>26'26"</u>	<u>4</u>		<u>105'04"</u>	<u>27'25"</u>	<u>25'83"</u>	<u>4</u>		<u>115'32"</u>
F.P. ...	<u>59'00"</u>	<u>1</u>		<u>59'00"</u>	<u>66'00"</u>	<u>66'00"</u>	<u>1</u>		<u>66'00"</u>
Total ...				<u>265'53"</u>					<u>289'92"</u>

Mean actual sheer aft = Excess  
Mean standard sheer aft = Excess  
Mean actual sheer forward = Excess  
Mean standard sheer forward = Excess  
Length of enclosed superstructure forward of amidships = > .1L  
" " aft of " = > .1L

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{24'39"}{18} \left( .75 - \frac{39'21"}{289'92"} \right) = -.48"$   
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.

Depth to Freeboard Deck = 18'29"  
Summer freeboard = 4'29"  
Moulded draught (d) = 14'00"

### Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 3'50" = 3\frac{1}{2}"

Addition for Winter North Atlantic Freeboard (if required) = 3\frac{1}{2}" + 2" = 5\frac{1}{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

$\frac{1}{4} = 3\frac{1}{2}"$

### 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. ...

	+	-
2'31"		
18'55"		
.48"		
.02"		
4'5'00"		
47'31"		
19'05"		

Summer Freeboard = 51'57"

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

Tropical Fresh Water Line above Centre of Disc ... 7'  
Fresh Water Line " " ... 3\frac{1}{2}"  
Tropical Line " " ... 3\frac{1}{2}"  
Winter Line below " " ... 3\frac{1}{2}"  
Winter North Atlantic Line " " ... 5\frac{1}{2}"

Tropical Fresh Water Freeboard ... 4' - 3\frac{1}{2}"  
Fresh Water " " ... 3' - 8\frac{1}{2}"  
Tropical " " ... 4' - 0"  
Winter " " ... 4' - 0"  
Winter North Atlantic " " ... 4' - 9"



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
FREEBOARD DECK					RAISED QUARTER DECK				
Description of Hatchway			No. 1		No. 2		BUNTING		
Dimensions of Hatchway			3' 8" x 15' 0"		3' 2" x 15' 0"		10' 5" x 3' 6"		
COAMINGS	{	Height above Deck	4' 5"		3' 4"		3' 4"		
		Thickness { Sides	3' 3"		3' 3"		3' 3"		
		{ Ends	4' 4"		4' 4"		4' 4"		
		Stiffeners	7' 3" x 3' 3"		7' 3" x 3' 3"		7' 3" x 3' 3"		
Brackets, Stays & P. P.			3'		3'		STIFFENED AT WIND - SEAT.		
HATCH BEAMS	{	Number	3		3				
		Spacing	9' 2"		10' 5"				
		Scantling and Sketch	8' 2" x 4' 0"		8' 2" x 4' 0"		NONE		
		SKETCH	4' 1" x 4' 0"		3' 3" x 4' 0"				
		ANGLES	4' 3' 1/2" x 4' 0"		3' 1/2" x 3' 1/2" x 3' 3"				
		SAILS	3' 1' 1/2"		3' 1' 1/2"				
Bearing Surface			3'		3'				
FORE AND AFTERS	{	Number	3		3				
		Spacing	3' 9"		3' 9"				
		Unsupported Lengths	3' 6"		9' 10"				
		Scantling and Sketch	9' 2" x 4' 0"		9' 2" x 4' 0"		NONE		
		SKETCH	9' 2" x 4' 0"		9' 2" x 4' 0"				
		SAILS	3' 1' 1/2"		3' 1' 1/2"				
Bearing Surface			3'		3'				
HATCH COVERS	{	Material	WOOD		WOOD		WOOD		
		Thickness	2' 1"		2' 1"		2' 1"		
		How fitted	WITH SHIPS		WITH SHIPS		WITH SHIPS		
		Bearing Surface	2' 1"		2' 1"		2' 1"		
Spacing of Cleats			2' 4"		2' 4"		2' 4"		
Number of Tarpaulins			2		2		2		
*Are wood fore and afters steel shod at all bearing surfaces?									
Are battens and wedges efficient and in good condition?									
Are tarpaulins in good condition and in accordance with rule requirements?									
Are lashings provided in accordance with rule requirements?									

## Particulars of fiddle, funnel and ventilator coamings:—

Engine casing fitted with a strong steel skylight.  
 Fiddle gratings fitted with efficient hinged steel storm covers.  
 Funnel casing 16" high on machinery casing 8' 0" in height at centre.  
 Machinery space ventilators of strong construction, well supported and passing inside casing.

## Particulars of Flush Bunker Scuttles:—

None.

## Particulars of Companionways:—

Companionway to accommodation aft incorporated in machinery casing.  
 4' 0" x 2' 6". 3' 10" in height. Opening 4' 4" x 1' 11". With 17".  
 Companionway of steel with hinged handspool door 1 1/2" thick.

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

No ventilators to holds.  
 On Raised Quarter Deck, 4 ventilators 6" dia. with 36" canvas to accommodation aft.  
 supplied with wood plugs and canvas covers.  
 Ventilators to Forecastle and Bridge, swan neck type, cast iron, 6" dia. 8' 6" from  
 and supplied with canvas covers.

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

On Forecastle:— one 3 1/4" dia. Height to opening 6' 1/2". Swan neck type, cast iron.  
 On Fore Well:— one each side, 2" dia. Height to opening 4' 0". Protected by and secured to bulwarks.  
 On Raised Quarter Deck:— one each side, 2" dia. Height to opening 3' 4". Protected by and  
 secured to bulwarks.  
 Swan neck type, mild steel. Wood plugs supplied as covering appliances.

## Particulars of Gangway Cargo and Coaling Ports:—

None.

## Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary Discharge pipes each fitted with one gunmetal automatic steam valve.  
 No scuppers or discharge pipes from spaces below the freeboard or raised quarter decks.

## Particulars of Side Scuttles:—

On Forecastle, 6 each side, 9" dia. On Bridge, 1 each side, 10" dia. On Poop, 4 each side, 10" dia.  
 all with gunmetal frames and hinged dead lights.  
 The sills of the side scuttles in accommodation aft 26" below top of wood sheathing  
 on raised quarter deck.

## Particulars of Guard Rails:—

On Forecastle:— 3 bar rails, 3' 4" in height.  
 On bulwarks on bridge, fore deck and raised quarter deck.

## Particulars of Gangways, Lifelines, etc.:—

One bulkhead forward.  
 Temporary life lines arranged when required.

## 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	38' 6"	4' 3"	29" x 17"	2	6.84	10.35
Forward Well	42' 9"	4' 3"	29" x 17"	3	10.97	10.70
Forward Well	42' 1"	4' 8"	29" x 17" 1 = 33" x 17"	3	10.97	10.70

State position of each freeing port (F. and A. position and height above deck edge)   
 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	3' 2"	3' 2"	3' 3" x 3' 3"	30"	4' 4" x 3' 4" as BATTEN	17' 4" x 17' 4"	3' 9"	3' 9"
Bridge, After Bulkhead					4' 4" x 4' 4" as BATTEN	17' 4" x 17' 4"	7' 0"	7' 0"
Bridge, Forward Bulkhead	3' 8"	3' 2"	6' 3" x 3' 3"	30"	4' 4" x 4' 4" as BATTEN	17' 4" x 17' 4"	7' 0"	7' 0"
Forecastle Bulkhead	3' 2"	3' 2"	3' 2" x 3' 2"	36"	4' 4" x 4' 4" as BATTEN	17' 4" x 17' 4"	18' 1/2"	7' 0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Deck	3' 2"	2' 6"	3' 2" x 3' 2"	36"	15' 4" x 15' 4" as TAP.	47' 1/2" x 22"	22"	8' 0"
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

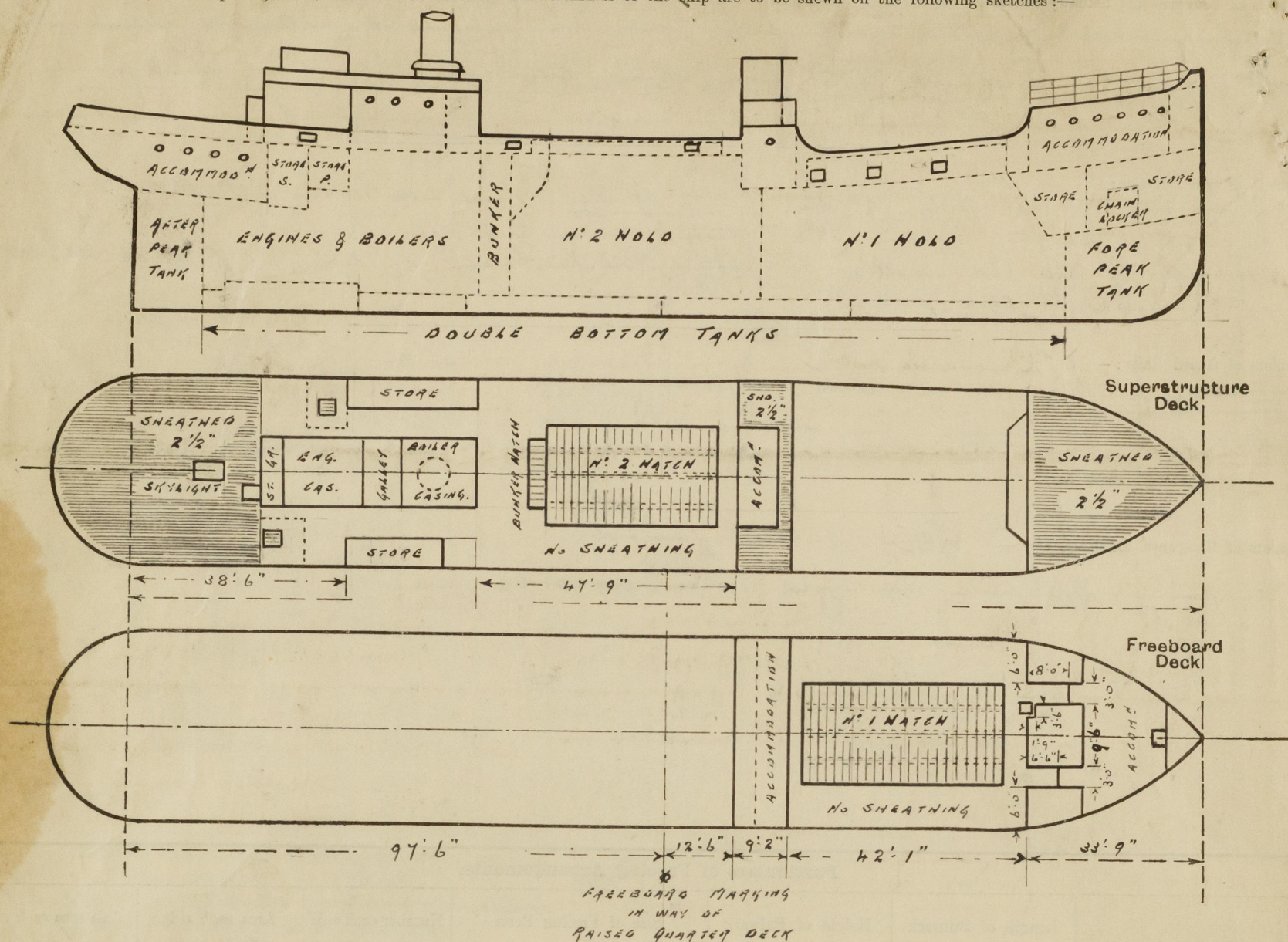
## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	
Raised Quarter Deck Bulkhead	No openings.
Bridge, After Bulkhead	1 1/2" Hinged Handspool Door, which can be operated from both sides.
Bridge, Forward Bulkhead	No openings.
Forecastle Bulkhead	32" Hinged Steel Door. Can be operated from both sides.
Exposed Machinery Casings on Deck	32" Hinged Steel Door. Can be operated from both sides.
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures 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:—



Cargo steamer usually trading on the Australian Coast, now surveyed  
afloat with out including any portion of a Special Survey.  
State any special features in the construction of the ship:—

Hatches on Freeboard Deck:— To Fore Peak (within forecabin):— 2'9" x 2'8" with  
3 inch angle frame and 2 1/2 inch wood cover. No battening arrangements.  
To Store under forecabin:— 3'5" x 2'11" 18" x 3/8" framing. 2 1/2 inch wood cover  
on 2" bearing surface. Fitted with cleats, battens and tarpaulins.  
Hatches on Raised Quarter Deck:— To Store Rooms aft— one port and one starboard.  
3'4" x 2'10" 9" built angle framing. 2" grating hatch covers on 2" bearing  
surface. Fitted with cleats, battens and tarpaulins.

Forecabin	33.75	-
Passage	8 x 300	1.81
	6.5 x 300	1.95
	1.75 x 35	0.61
	27.50	31.94

Builder's name and yard number Hall, Russell and Co. Ltd. Aberdeen. No. 529

Names of sister ships "Weniora"

Owners James Bros. Coal Ltd.

Fee £ 8 : 0 : 0

Received by me



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