

1 FEB 1933

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No. 19654

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

haking *Toucanite. Raised quarter deck and Bridge.*

Ballyharry (Type of Superstructures.)

Ship's Name *Carriackmacross* Nationality and Port of Registry *British Glasgow* Official Number *142744* Gross Tonnage *754* Date of Build *1918-12*

Port of Survey *Swansea (at Barry Port)*

Date of Survey *January 30th 1933*

Name of Surveyor *Harold W. Watson*

Moulded Dimensions: Length *190'-6"* Breadth *29'-0"* Depth *13'-8"*

Moulded displacement at moulded draught = 85 per cent. of moulded depth

Coefficient of fineness for use with Tables *739.*

Particulars of Classification *+100 A1*

S.S. Ench. No 3-10-29.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>13'-8"</i>	(a) Where D is greater than Table depth (D-Table depth) R = $(13.71-12.71) 1.466 = 1.47$	Moulded Breadth (B) <i>29'-0"</i>
Stringer plate ... <i>7/16"</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{29 \times 12}{50} = 6.96$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>8"</i>
Depth for Freeboard (D) = <i>13.71</i>		Difference = <i>1.04</i>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{1.04}{4} \times (1 - \frac{1.04}{29}) = .2559$

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>3.604</i>
R.Q.D. enclosed ...	<i>104.50</i>	<i>104.50</i>	<i>3'-9"</i>		<i>104.50</i>	Deduction for complete superstructure <i>25.06</i>
" overhang ...						Percentage covered $\frac{S}{L} = \frac{74.41}{74.41}$
Bridge enclosed ...	<i>9.50</i>	<i>9.50</i>	<i>7'-3"</i>		<i>9.50</i>	" $\frac{S_1}{L} = \frac{74.41}{74.41}$
" overhang aft ...	<i>NIL</i>					" $\frac{E}{L} = \frac{74.41}{74.41}$
" overhang forward ...	<i>NIL</i>					Percentage from Table, Line A. <i>68.42</i>
F'cle enclosed ...	<i>27.82</i>	<i>27.82</i>	<i>6'-8"</i>		<i>27.82</i>	(corrected for absence of forecastle (if required))
" overhang ...	<i>6'-0"</i>					Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Foremast opening aft ...						Deduction = <i>17.15</i>
" forward ...						
Total ...	<i>141.82</i>	<i>141.82</i>			<i>141.82</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product	
A.P. ...	<i>29.06</i>	1	<i>29.06</i>	<i>39"</i>	<i>40.75</i>	1	<i>40.75</i>	Mean actual sheer aft = <i>Excess</i>
1/4 L from A.P. ...	<i>12.93</i>	4	<i>51.72</i>	<i>16.50</i>	<i>17.55</i>	4	<i>70.20</i>	Mean actual sheer forward = <i>Excess</i>
1/2 L " ...	<i>3.20</i>	2	<i>6.40</i>	<i>4.43</i>	<i>4.39</i>	2	<i>8.78</i>	Mean standard sheer forward
Amidships ...	<i>-</i>	4	<i>-</i>	<i>-</i>	<i>-</i>	4	<i>-</i>	Length of enclosed superstructure forward of amidships = <i>0.98</i>
3/4 L from F.P. ...	<i>6.39</i>	2	<i>12.78</i>	<i>7.29</i>	<i>7.29</i>	2	<i>14.58</i>	" aft of " = <i>.50</i>
1/4 L " ...	<i>25.86</i>	4	<i>103.44</i>	<i>29"</i>	<i>29.23</i>	4	<i>116.92</i>	
F.P. ...	<i>58.12</i>	1	<i>58.12</i>	<i>72"</i>	<i>72.00</i>	1	<i>72.00</i>	
Total ...			<i>261.52</i>				<i>323.23</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{61.71}{18} = 3.43$

If limited on account of midship superstructure. $1.30 \times \frac{198}{200} = 1.28$

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 $\frac{62+739}{1.36} = 141.9$
Depth to Freeboard Deck = <i>17.46</i>	$\Delta =$	Depth Correction ... <i>1.47</i>
Summer freeboard = <i>4.21</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>17.15</i>
Moulded draught (d) = <i>13.25</i>	T =	Sheer correction ... <i>1.28</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $3.31 = 3\frac{1}{4}$	Deduction = $\frac{\Delta}{40 T}$ inches = <i>34</i>	Round of Beam correction ... <i>.07</i>
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... <i>45.00</i>
		Other corrections, scantlings, etc. <i>0.08</i>
		Summer Freeboard = <i>50.40</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Raised Quarter* Wood, Steel, Deck:— *4'-2 1/2"*

-3 FEB 1933

Tropical Fresh Water Line above Centre of Disc ...	<i>6 1/2"</i>
Fresh Water Line " " ...	<i>3 1/4"</i>
Tropical Line " " ...	<i>3 1/4"</i>
Winter Line below " " ...	<i>3 1/4"</i>
Winter North Atlantic Line " " ...	<i>5 1/4"</i>

Tropical Fresh Water Freeboard ...	<i>3'-8"</i>
Fresh Water " " ...	<i>3'-11 1/4"</i>
Tropical " " ...	<i>3'-11 1/4"</i>
Winter " " ...	<i>4'-5 3/4"</i>
Winter North Atlantic " " ...	<i>4'-7 3/4"</i>

28 APR 1933

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		F.WELL	R.O.D	F.WELL	Fiddley				
Dimensions of Hatchway		NO 1.	NO 2	Fore Peak	Bunker				
COAMINGS	Height above Deck	2'-9"	2'-9"	12"	12"				
	Thickness { Sides	.44	.44	.32	.30				
	{ Ends	.44	.44	.32	.30				
	Stiffeners	✓	✓	✓	✓				
	Brackets, Stays	✓	✓	✓	✓				
HATCH BEAMS	Number	7	7						
	Spacing	4'-7"	3'-10"						
	Scantling and Sketch	plate 17x7/16 D-4x4x3/8OA T+B.	as NO 1. 1.	None	None				
	Bearing Surface	3"	3"						
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch	None	none	None	None				
	Bearing Surface								
HATCH COVERS	Material	W. Wood	W. Wood	W. Wood	W. Wood				
	Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"				
	How fitted	F+A	F+A	F+A	F+A				
	Bearing Surface	3"	3"	2"	2"				
		22"	22"	20"	24"				
Spacing of Cleats		2	2	2	2				
Number of Tarpaulins									
*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 fiddley, funnel and ventilator coamings:—
Steel deck, sparred gratings, hinged steel covers. ✓
Engine room & stokehold vents in efficient condition ✓
Engine room skylight steel strongly constructed ✓
main funnel coaming riveted & deck 18" high. ✓
~~Fiddley deck~~ ~~washed through in way of funnel~~

Particulars of Flush Bunker Scuttles:—
None

Particulars of Companionways:—
None

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—
Fore^d Well deck. 1- 9 1/2" dia. Coaming 36" high 3/16" thick. To Holds
Raised quarter deck 1- 9 1/2" " " 36" " 3/16" " " "
Wood plugs & canvas covers provided for coamings. ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—
Fore^d Well deck. 1- 2 1/2" steel gooseneck 7" high to fore peak tank
Raised quarter deck 2- 2 1/2" " 7" " " Double bottom Tanks
" " " 1- 2" " 20" " " after peak tank.
~~to~~ closing appliances provided ~~ie~~ canvas covers

Particulars of Gangway Cargo and Coaling Ports:—
None.

1- 4" N.C. discharge in Forecasse with storm valve below deck
1- 4" " " " " after accommodation " " " "

Side scuttles in Forecastle above F. Well deck fitted with hinged C.I. deadlights.

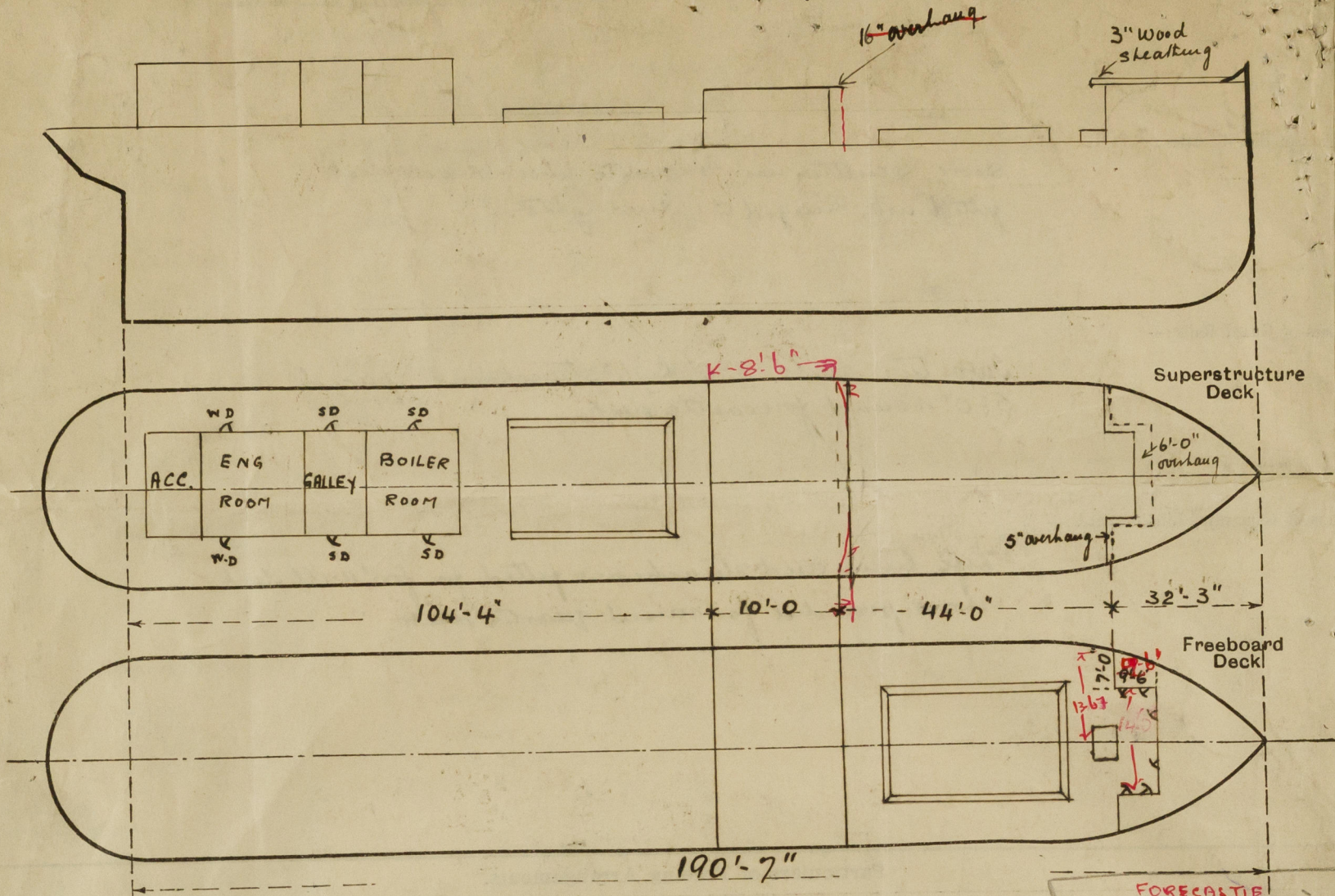
Two. two rails, 3'-0" high stanchions spaced 5'-0" round fore-castle deck.

Life lines and stanchions fitted for fore'd well deck
none provided for raised quarter decks.

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	✓ 36	✓ 36	3" X 3" X 3/8" OA	3'-0"	NIL	NIL	✓	3'-9"
Bridge, Forward Bulkhead	✓ 40	✓ 36	not accessible wood lining	2'-6"	brackets top & bottom	NIL	✓	7'-3"
Forecastle Bulkhead	✓	✓ 30	5" X 3" X 3/8"	2'-0"	NIL	1'-8" X 4'-6"	✓ 14"	6'-8"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	✓ 38"	✓ 30	3" X 3" X 3/8"	2'-8"	NIL	1'-8" X 4'-6"	✓ 20"	6'-8"
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 ...	✓ no openings
Bridge, After Bulkhead	✓ no openings
Bridge, Forward Bulkhead ...	no openings
Forecastle Bulkhead	Hinged Teak wood doors, Spring locks, operated both sides to forecastle & W.C.s.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Hinged Teak wood and steel doors to Engine room & Storehold Spring locks, operated both sides, <u>Locks broken</u> .
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 coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



Particulars taken whilst vessel was lying afloat part loaded.

~~NO! Hatch webs, bottom angles thin & buckled. The Hatch web plates could not be examined for their full length owing to them being in place & vessel loading coal.~~

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

~~Particulars of the continuation of the fore & well deck could not be taken owing to the vessel being partly loaded.~~

Builder's name and yard number John S.B. & Eng Co Ltd. Alloa.

Names of sister ships ✓

Owners John Kelly Ltd.

Fee £ 6 : 16 : 0
Expenses 3 3

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