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(For London Office only.)

N<sup>o</sup> 101033.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~  
having Raised Quarter Deck, Bridge House & Forecastle.

Port of Survey Port Dinnowie

Date of Survey 5<sup>th</sup> September 1932.

Name of Surveyor H.R. Howells.

Particulars of Classification 100 A1  
S.S. Reg. No. 2-32.

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>FLORENCE COOKE</u>	<u>British</u> <u>Sunderland</u>	<u>146926</u>	<u>294</u> <u>288</u> ✓	<u>1923-8</u>

Moulded Dimensions: Length 130' 1" Breadth 22' 6" Depth 10' 2"  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 520 tons  
Coefficient of fineness for use with Tables .721

<b>Depth for Freeboard (D)</b>	<b>Depth correction</b>	<b>Round of Beam correction</b>
Moulded depth ... .. <u>10.17</u>	(a) Where D is greater than Table depth (D - Table depth) R = (10.20 - 8.66) .999 = <u>+ 1.54</u>	Moulded Breadth (B) <u>22' 6"</u>
Stringer plate ... .. <u>.36</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{5.40}{50} =$ <u>5.40</u>
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right) =$	✓	Ship's Round of Beam = <u>6</u>
Depth for Freeboard (D) = <u>10.20</u>	If restricted by superstructures ✓	Difference = <u>.60</u>
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.60}{4} \times .418 = - .06$

### 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>44' 19"</u>	<u>44.19</u>	<u>3' 0"</u>	<u>3.198</u>	<u>41.45</u>
„ overhang ... ..	✓				
Bridge enclosed ... ..	<u>13' 0"</u>	<u>13.00</u>	<u>7' 0"</u>	✓	<u>13.00</u>
„ overhang aft ... ..	✓				
„ overhang forward ... ..	<u>17' 51"</u>	<u>17.51</u>	<u>7' 0"</u>	✓	<u>17.51</u>
„ overhang ... ..	<u>1' 74"</u>	<u>.87</u>			<u>.87</u>
Trunk aft ... ..	✓				
„ forward ... ..	✓				
Tonnage opening aft ... ..	✓				
„ forward ... ..	✓				
Total ... ..	<u>76.44</u>	<u>75.57</u>			<u>72.83</u>

Standard Height of Superstructure 6.0

„ „ R.Q.D. 3.198

Deduction for complete superstructure 18.98

Percentage covered  $\frac{S}{L} = \frac{58.87}{60} =$  58.87%

„ „  $\frac{S_1}{L} = \frac{58.20}{60} =$  58.20%

„ „  $\frac{E}{L} = \frac{56.10}{60} =$  56.10%

Percentage from Table, Line A. 40.54%  
(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 = 18.98 × .4054 = - 7.69

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>22.983</u>	1		<u>22.98</u>	<u>20</u>	<u>20.00</u>	1		<u>20.00</u>
$\frac{1}{4}$ L from A.P. ... ..	<u>10.23</u>	4		<u>40.92</u>	<u>6</u>	<u>6.32</u>	4		<u>25.28</u>
$\frac{2}{4}$ L „ ... ..	<u>2.53</u>	2		<u>5.06</u>	<u>1 1/2</u>	<u>1.58</u>	2		<u>3.16</u>
Amidships ... ..	✓	4		✓	0	✓	4		✓
$\frac{3}{4}$ L from F.P. ... ..	<u>5.06</u>	2		<u>10.12</u>	<u>3 1/2</u>	<u>3.75</u>	2		<u>7.50</u>
$\frac{1}{4}$ L „ ... ..	<u>20.45</u>	4		<u>81.80</u>	<u>14 1/2</u>	<u>15.01</u>	4		<u>60.04</u>
F.P. ... ..	<u>45.97</u>	1		<u>45.97</u>	<u>42</u>	<u>42.00</u>	1		<u>42.00</u>
Total ... ..				<u>206.85</u>					<u>157.98</u>

Mean actual sheer aft = Deficient  
Mean standard sheer aft =

Mean actual sheer forward = Deficient  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
L

„ „ aft of „ =

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{48.87}{18} \times (.75 - .2943) = + 1.24$

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 = 10.20  
Summer freeboard = .71  
Moulded draught (d) = 9.49

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches =  $2.37 = 2\frac{1}{4}$   
Addition for Winter North Atlantic Freeboard (if required) = 2

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 578$   
Tons per inch immersion at summer load water line  
T = 5.75  
Deduction =  $\frac{\Delta}{40T}$  inches = 2.51  
= 2 1/2

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.721 + .68}{1.36} = \frac{1.401}{1.36}$

	+	-
Depth Correction ... ..	<u>1.54</u>	✓
Deduction for superstructures ... ..	✓	<u>7.69</u>
Sheer correction ... ..	<u>1.24</u>	✓
Round of Beam correction ... ..	✓	<u>.06</u>
Correction for Thickness of Deck amidships ... ..	✓	✓
Other corrections, scantlings, etc. ... ..	✓	✓

Summer Freeboard = 8.40

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

Tropical Fresh Water Line above Centre of Disc ... 4 3/4..  
Fresh Water Line „ „ ... 2 1/2..  
Tropical Line „ „ ... 2 1/4..  
Winter Line below „ „ ... 2 1/4..  
Winter North Atlantic Line „ „ ... 4 1/4..

Tropical Fresh Water Freeboard ... .. 0' - 8 1/2"  
Fresh Water „ „ „ 0' - 3 3/4  
Tropical „ „ „ 0' - 6 1/4  
Winter „ „ „ 0' - 10 3/4  
Winter North Atlantic „ „ „ 1' - 0 3/4

MARKING FORM

RECEIVED 7/3/4

MARKING FORM

RECEIVED 31 JAN 1936

MARKING FORM

RECEIVED 19 DEC



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

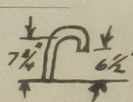

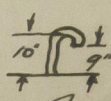
HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	N <sup>o</sup> 1				N <sup>o</sup> 2	
Dimensions of Hatchway	...	...	...	19'3" x 13'0" (14'6" OPENING 5'3" ABOVE DEEP TANK)				15'9" x 13'0"	
COAMINGS	Height above Deck	...	...	30" ✓				30" ✓	
	Thickness	Sides	...	42" ✓				42" ✓	
		Ends	...	38" ✓				38" ✓	
	Stiffeners	...	...	7"x3"x4 BA ✓				7"x3"x4 BA ✓	
	Brackets, Stays	...	...	None ✓				None ✓	
HATCH BEAMS	Number	...	...	3				3	
	Spacing	...	...	32"-46" (5'3" above deep tank)				46 1/2"-48" ✓	
	Scantling and Sketch	...	...	12"x3" PLATE 3"x3"x42 Angle ✓				12"x3" PLATE 3"x3"x42 Angle ✓	
	Bearing Surface	...	...	3 1/2" ✓				3 1/2" ✓	
FORE AND AFTERS	Number	...	...						
	Spacing	...	...						
	Unsupported Lengths	...	...						
	Scantling* and Sketch	...	...	None. ✓				None. ✓	
	Bearing Surface	...	...						
HATCH COVERS	Material	...	...	W. WOOD ✓				W. WOOD ✓	
	Thickness	...	...	2 1/2" ✓				3" ✓	
	How fitted	...	...	F. & A. ✓				F. & A. ✓	
	Bearing Surface	...	...	3" ✓				3" ✓	
Spacing of Cleats	...	...	...	21" ✓				24" ✓	
Number of Tarpaulins	...	...	...	3 ✓				3 ✓	
*Are wood fore and afters steel shod at all bearing surfaces? ✓ Are battens and wedges efficient and in good condition? Yes. ✓ Are tarpaulins in good condition and in accordance with rule requirements? Yes. ✓ Are lashings provided in accordance with rule requirements? Yes. ✓									

Particulars of fiddle, funnel and ventilator coamings:— Fiddle funnel ventilator coamings in efficient condition. ✓  
 Fiddle grating fitted with steel hinged covers. ✓  
 Engine Room skylights strongly constructed of steel, with steel hinged flaps. ✓

Particulars of Flush Bunker Scuttles:— None. ✓

Particulars of Companionways:— None. ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—  
 2 - 6" dia. coaming 36"x25 on Fo'le deck to Crew space. measured above wood dk. } Wood plugs and canvas covers provided. ✓  
 1 - 12" dia. coaming 36"x3 on Freeboard dk. to N<sup>o</sup> 1 Hold. } measured above steel dk. ✓  
 2 - 12" dia. coaming 37"x3 on Freeboard dk. to N<sup>o</sup> 2 Hold. }  
 4 - 6" dia. coaming 13"x25 on Bridge House to Accommodation, fitted with steel mushroom covers measured above wood dk. ✓

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—  
 1 - 2" dia. 6 1/2" high on Fo'le dk. to F.P. Tank. measured above wood dk.   
 1 - 2" dia. 6'3" high (blipped to Fo'le front) on Freeboard dk. to Deep Tank, measured above steel dk.   
 1 - 2 1/2" dia. 9" high on R.Q. dk. to A.P. Tank. measured above steel dk.   
 Satisfactory. ✓ No snifting holes.

Particulars of Gangway Cargo and Coaling Ports:— None. ✓



Home Coche

Particulars of Scuppers and Sanitary Discharge Pipes:— *Scupper scuppers 3 3/4" x 3"*

*Sanitary discharge fitted with storm valves on shell, For: above freeboard dk, Aft: about 15" below L.Q. dk.*

Particulars of Side Scuttles:— *Side scuttles fitted with inside hinged deadlights, except in accommodation after and engine casing.*

Particulars of Guard Rails:— *Round 70' c/cle deck 36" high, stanchions spaced 4' 0" apart, 2 Rails.*

Particulars of Gangways, Lifelines, etc.:—

*For fitted*

*Suitable provision is made for rigging lifelines which are available for use in any part of the ship which might have to be used by the crew in the regular working of the ship*

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 ... ..	<i>44.19</i> <del>44 1/2"</del>	<i>42" to 36"</i>	<i>30" x 17"</i>	<i>3</i>	<i>10.6 sq'</i>	<i>10.92</i> <del>11 sq'</del>
Forward Well ... ..	<i>53.39</i> <del>53 1/2"</del>	<i>42"</i>	<i>32" x 21"</i>	<i>4</i>	<i>18.6 sq'</i>	<i>11.84</i> <del>12 sq'</del>

State position of each freeing port ... .. } After Well:— *36"* *8' 0 1/2"* *8' 0 1/2"* *9" above dk.*  
(F. and A. position and height above deck edge) } Forward Well:— *4' 5"* *7' 8"* *8' 0"* *8' 0"* *10" above dk.*  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— *Hinged shutters & bars.*

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

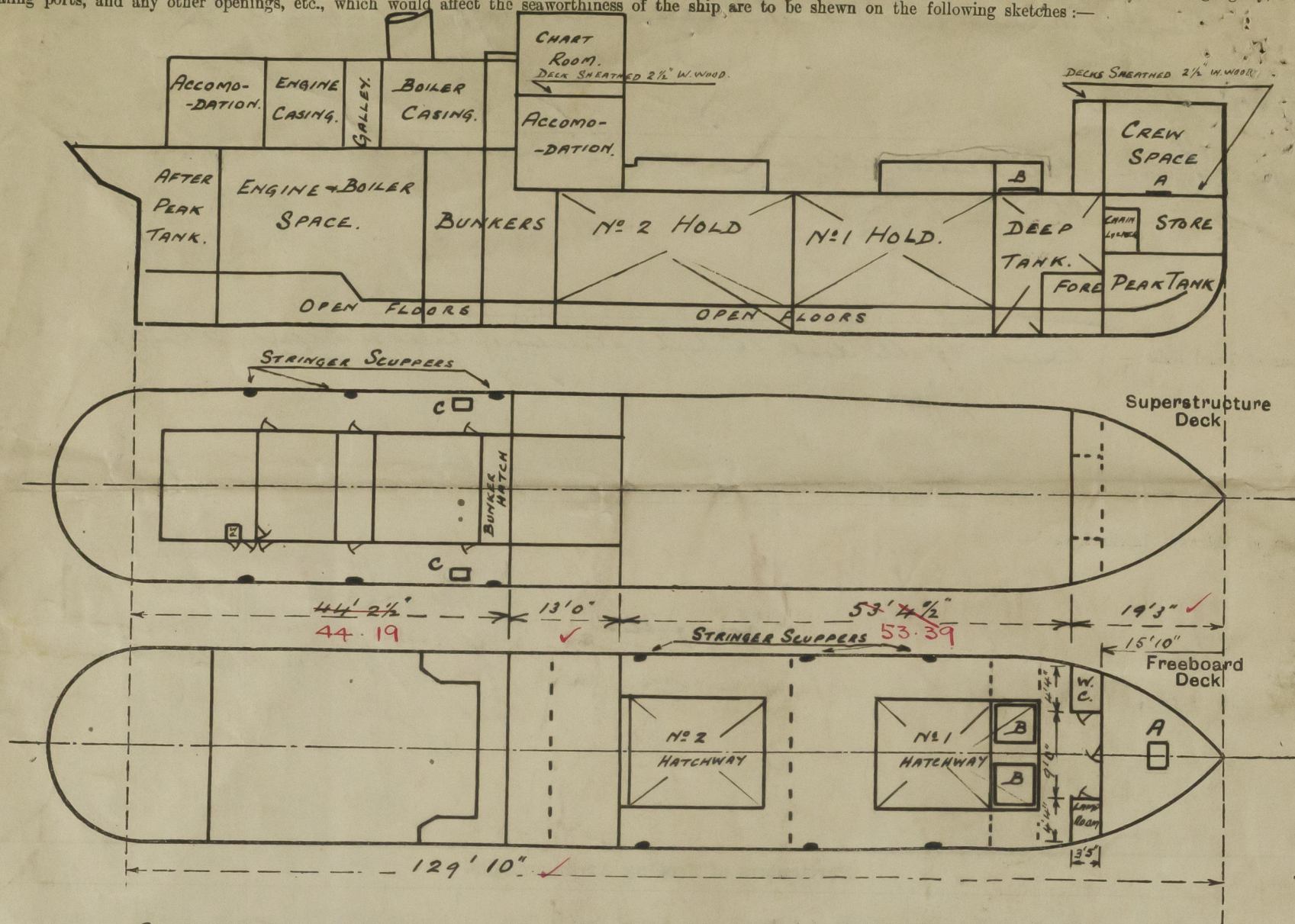
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Raised Quarter Deck Bulkhead ...	✓	✓	✓	✓	✓	✓	✓	<i>3' 0"</i>
Bridge, After Bulkhead ... ..	✓	<i>3</i>	<i>Bulkhead Wood lined, not possible to take particulars without removing plating work.</i>	✓	<i>Brackets &amp; diaphragms. none</i>	✓	✓	✓
Bridge, Forward Bulkhead ... ..	<i>34</i>	<i>3</i>	<i>5 1/2 x 3 x 3 B.A.</i>	<i>30"</i>	<i>Brackets 4 x 8 bolts</i>	<i>none</i>	✓	<i>7' 0"</i>
Forecastle Bulkhead ... ..	<i>Vertical plate</i>	<i>26</i>	<i>3 x 2 1/2 x 26</i>	<i>30"</i>	<i>none</i>	<i>54" x 22"</i>	<i>18"</i>	<i>7' 0"</i>
Trunk, Aft ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward ... ..	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on <del>the</del> <i>board or</i> Raised Quarter Decks ...	<i>3</i>	<i>26</i>	<i>3 x 2 1/2 x 28</i>	<i>26"</i>	<i>Brackets 4 x 8</i>	<i>4 - 54" x 22"</i>	<i>18"</i>	<i>6' 9"</i>
Exposed Machinery Casings on Superstructure Decks ... ..	✓	✓	✓	✓	<i>Between accommodation &amp; engine room</i>	<i>1 - 53 1/2 x 23 1/2"</i>	<i>19"</i>	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓	✓	✓	✓	<i>to accommodation</i>	<i>1 - 53 1/2 x 21"</i>	<i>19"</i>	✓
Deckhouses on Flush Deck Ships ...	✓	✓	✓	✓	✓	✓	✓	✓

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

Poop Bulkhead ... ..	✓
Raised Quarter Deck Bulkhead ...	✓ <i>no openings</i>
Bridge, After Bulkhead ... ..	✓
Bridge, Forward Bulkhead ... ..	✓ <i>no openings.</i>
Forecastle Bulkhead ... ..	<i>Steel hinged door.</i>
Exposed Machinery Casings on <del>the</del> <i>board or</i> Raised Quarter Decks ...	<i>Steel hinged doors to engine &amp; boiler casing from deck and accommodation</i>
Exposed Machinery Casings on Superstructure Decks ... ..	<i>Wood door to accommodation, manipulated from both sides (lock).</i>
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 and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



Bunker hatch on tidley casing top 8'7" x 3'8" coaming 6" x 4", w. wood cover 2 1/2" thick fitted F.V.A., bearing surface 2"-3", bleats spaced 22" to 27", battens in order. 1 Tanpaulin.

A - Hatch within fore peak to store 22" x 16" coaming 2 1/2" x 35" above steel deck, 3 steel cover and w. wood cover 2 1/2" over.

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

B - Hatches within No. 1 Hatchway 4'6" x 4'0" coaming 6" above 1st dk, strong steel hinged watertight lids, securing screws with wing nuts spaced 12" apart.

C - Bunker hatches (P.O.S) on R.Q.D.K 20" x 18", coaming 2 1/2" x 3", w. wood cover 2 1/2" thick, bearing surface 1 1/2", bleats spaced 10". 1 Tanpaulin, battens in order.

$$\begin{aligned} \text{F.C.L.E.} & \\ \text{LEN} &= 19.25 \\ \text{DEDUCT } \frac{9.0 \times 3.42}{17.67} &= \frac{1.74}{17.51} = \text{Eqm} \end{aligned}$$

NOTE:—

Particulars for this report taken whilst vessel afloat.

Builder's name and yard number Hepples (1919) Ltd. N° 660.

Names of sister ships ✓

Owners Coake's Explosives Shipping Co. Ltd.

Fee £ 3 : 8 : -

Received by me

Exp. 21/7/3.



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