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19 MAY 1932

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(For London Office only.)

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

No. 100396

19 MAY 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having RAISED QUARTER DECK

(Type of Superstructures.)

| | | | | |
|---|--|----------------------------------|-----------------------------|---------------------------------------|
| Ship's Name "DALEGARTH FORCE" | Nationality and Port of Registry BRITISH, WHITEHAVEN | Official Number 140565 | Gross Tonnage 825 | Date of Build 1918-3 MONTHS |
|---|--|----------------------------------|-----------------------------|---------------------------------------|

Moulded Dimensions: Length 195 FT Breadth 31.0 FT Depth 14.0 FT
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1468 tons
Coefficient of fineness for use with Tables .715

Port of Survey LIVERPOOL
Date of Survey MAY, 1932
Name of Surveyor R. M. Scott
Particulars of Classification 100 A.1.

| | | |
|--|---|--|
| Depth for Freeboard (D) Moulded depth ... <u>14.0 FT</u> Stringer plate (R.Q.D.K.) ... <u>4.0</u> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <u>✓</u> Depth for Freeboard (D) = <u>14.03</u> | Depth correction (a) Where D is greater than Table depth (D-Table depth) R = $(14.03 - 13.00) / 1.50$ $= +1.54$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u> If restricted by superstructures <u>✓</u> | Round of Beam correction Moulded Breadth (B) <u>31.0 FT</u> Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>7.44</u> Ship's Round of Beam = <u>7.5</u> Difference <u>.06</u> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.06}{4} \times .2554 =$ <u>.015</u> |
|--|---|--|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|---------------------------|-------------------------|--|--------------|-------------------|----------------------|
| Peep enclosed ... | | | | | |
| overhang ... | | | | | |
| R.Q.D. enclosed ... | <u>108.7 FT</u> | <u>108.70</u> | <u>4'-0"</u> | | <u>108.70</u> |
| overhang ... | | | | | |
| Bridge enclosed HOUSE ... | <u>12.8 FT</u> | <u>12.80</u> | <u>7'-0"</u> | | <u>12.80</u> |
| overhang aft ... | | | | | |
| overhang forward ... | <u>21.52</u> | | | | |
| F'cle enclosed ... | <u>SEE SKETCH</u> | <u>21.52</u> | <u>7'-0"</u> | | <u>21.52</u> |
| overhang ... | <u>4.28</u> | <u>2.14</u> | | | <u>2.14</u> |
| Frank aft ... | | | | | |
| forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| forward ... | | | | | |
| Total ... | <u>147.30</u> | <u>145.16</u> | | | <u>145.16</u> |

Standard Height of Superstructure 6.00
 " " R.Q.D. 3.633
 Deduction for complete superstructure 25.50
 Percentage covered $\frac{S}{L} = 75.54\%$
 " " $\frac{S_1}{L} = 74.46\%$
 " " $\frac{E}{L} = 74.46\%$
 Percentage from Table, Line A. 68.48%
 (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 = $25.50 \times .6848 =$ 17.46

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|---------------|
| A.P. ... | <u>29.50</u> | 1 | | <u>29.50</u> | <u>34"</u> | <u>33.00</u> | 1 | | <u>37.40</u> |
| 1/4 L from A.P. ... | <u>13.12</u> | 4 | | <u>52.48</u> | <u>15"</u> | <u>14.81</u> | 4 | | <u>66.56</u> |
| 1/2 L " ... | <u>3.24</u> | 2 | | <u>6.48</u> | <u>4"</u> | <u>3.70</u> | 2 | | <u>8.22</u> |
| Amidships ... | <u>✓</u> | 4 | | <u>✓</u> | <u>✓</u> | <u>✓</u> | 4 | | <u>✓</u> |
| 3/4 L from F.P. ... | <u>6.48</u> | 2 | | <u>12.96</u> | <u>8"</u> | <u>7.40</u> | 2 | | <u>14.80</u> |
| 1/4 L " ... | <u>26.24</u> | 4 | | <u>104.96</u> | <u>28 1/2"</u> | <u>29.62</u> | 4 | | <u>118.48</u> |
| F.P. ... | <u>59.00</u> | 1 | | <u>59.00</u> | <u>65"</u> | <u>66.00</u> | 1 | | <u>66.00</u> |
| Total ... | <u>265.50</u> | | | <u>265.38</u> | | | | | <u>311.46</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 = .123

" " aft of " = .5L

Sheer aft increases by virtue of excess raised quarter deck height.

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{46.08}{18} \left(.75 - \frac{.3777}{2} \right) = - .95$$

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 RAISED QUARTER DECK = 18.03 Ft.
 Summer freeboard = 4.50
 Moulded draught (d) = 13.53

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = $\frac{13.53}{4} = 3.38 = 3 \frac{3}{8}$

Addition for Winter North Atlantic Freeboard (if required) = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$$\Delta = 1704$$

Tons per inch immersion at summer load water line

$$T = 11.62$$

Deduction = $\frac{\Delta}{40 T}$ inches

$$= \frac{1704}{40 \times 11.62} = 3.67 = 3 \frac{3}{4}$$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$$\frac{.715 + .68}{1.36} = \frac{1.395}{1.36}$$

| | + | - |
|--|--------------|--------------|
| Depth Correction ... | <u>1.54</u> | |
| Deduction for superstructures ... | | <u>17.46</u> |
| Sheer correction ... | | <u>.95</u> |
| Round of Beam correction ... | | |
| Correction for Thickness of Deck amidships ... | | |
| Other corrections, scantlings, etc. R.Q.D. | <u>48.00</u> | |
| | <u>49.54</u> | <u>18.41</u> |

Summer Freeboard = 53SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

| | | | |
|--|--------------|------------------------------------|------------------|
| Tropical Fresh Water Line above Centre of Disc ... | <u>7 1/2</u> | Tropical Fresh Water Freeboard ... | <u>4'-6"</u> |
| Fresh Water Line " " ... | <u>3 3/4</u> | Fresh Water " " ... | <u>3'-10 3/4</u> |
| Tropical Line " " ... | <u>3 1/2</u> | Tropical " " ... | <u>4'-2 1/4</u> |
| Winter Line below " " ... | <u>3 1/2</u> | Winter " " ... | <u>4'-2 1/2</u> |
| Winter North Atlantic Line " " ... | <u>5 1/2</u> | Winter North Atlantic " " ... | <u>4'-9 1/2</u> |

5m, 3, 32.

MARKING FORM

RECEIVED 6 JAN 1938

MARKING FORM

RECEIVED 12 OCT 1934

MARKING FORM

RECEIVED 21 MAY 1932

Lloyd's Register Foundation

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | |
|--|-----------------------|----------------------|------------------------------|----------------|--|------------|--|--|--|
| | | FBD. DK | | R.Q. DK | | CASING TOP | | | |
| Description of Hatchway | | No. 1. | No. 2. | CROSS BUNKER. | | | | | |
| Dimensions of Hatchway | | 38'-6" x 17'-11" | 40'-2" x 19'-9" | 16'-0" x 5'-6" | | | | | |
| COAMINGS | Height above Deck | 42" | 36" | 10 1/2" | | | | | |
| | Thickness | 5/4" | 5/4" | 25" | | | | | |
| | Stiffeners | 7" x 3" B.A. | 7" x 3" B.A. | | | | | | |
| | Brackets, Stays | 7 PLATE BRKTS. PL. | | | | | | | |
| | | 24" x 18" x 30" | | | | | | | |
| HATCH BEAMS | Number | 4-9 3/4" | 5-0" | | | | | | |
| | Spacing | | | | | | | | |
| | Scantling and Sketch | WEB. 14" x 35" | WEB. 14" x 35" | NONE. | | | | | |
| | | ANGLES 4" x 3" x 44" | ANGLES 3 1/2" x 3 1/2" x 40" | | | | | | |
| | Bearing Surface | 3 1/2" | 3 1/2" | | | | | | |
| FORE AND AFTERS | Number | NONE | | | | | | | |
| | Spacing | | | | | | | | |
| | Unsupported Lengths | | | | | | | | |
| | Scantling* and Sketch | | | | | | | | |
| | Bearing Surface | | | | | | | | |
| HATCH COVERS | Material | W.P. | W.P. | W.P. | | | | | |
| | Thickness | 3" | 3" | 2 1/2" | | | | | |
| | How fitted | F&A | F&A | F&A | | | | | |
| | Bearing Surface | 2 1/2" | 2 1/2" | 2 1/2" | | | | | |
| Spacing of Cleats | | 21" | 24" | 24" | | | | | |
| Number of Tarpaulins | | 3 | 3 | 2 | | | | | |
| <p>*Are wood fore and afters steel shod at all bearing surfaces? NONE FITTED.</p> <p>Are battens and wedges efficient and in good condition? YES.</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? YES.</p> <p>Are lashings provided in accordance with rule requirements? YES. (NOS. 1 & 2 HATCHES).</p> | | | | | | | | | |

Particulars of fiddley, funnel and ventilator coamings:—

FIDDLEY AND FUNNEL VENTILATOR COAMINGS ARE IN EFFICIENT CONDITION.
 STROKEHOLD GRATINGS ARE CLOSED BY STEEL HINGED COVERS.
 ENGINE ROOM SKYLIGHT IS OF WOOD AND IS IN AN EFFICIENT CONDITION.

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways:—

WOOD DOOR ON AFTER END OF BRIDGE DECK HOUSE, LEADING TO SALOON.
 WOOD DOOR - 5'-4" x 1'-10 1/2" - SILL 9 1/2", DOOR OPERATED FROM BOTH SIDES.

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

1 VENT. 10" DIA. COAM. 36" x 30" ON MAIN DK. TO HOLD.
 1 " 10" " " 36" x 30" " R.Q. DK. " "
 1 " 8" " " 14" x 18" " F'CLE DK. " CREW'S QRTS.

ONLY CANVAS COVERS ARE PROVIDED FOR VENT. COAMINGS.

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

1 AIR PIPE, 4" DIA. 8" TO LIP, ON F'CLE DK. TO F-PEAK TANK.
 1 " " 5" " 36" 20 1/2" " " MAIN DK. " D.B. TANK.
 2 " " 4" " 16 1/2" " " R.Q. DK. " D.B. " "
 1 " " 3 1/2" " 28" TO TOP, " R.Q. DK. " AFT. PK. " "

Snifting holes drilled in upper part of bend
 Efficient means of closing provided for all air pipes

Particulars of Gangway Cargo and Coaling Ports:—

NONE.



Particulars of Scuppers and Sanitary Discharge Pipes:—

SANITARY DISCHARGE PIPES ARE FITTED WITH STORM VALVES. ✓
SCUPPERS ON MAIN & R.Q.DKS. ARE FITTED THROUGH DECK STRINGER ANGLE, EXCEPT ✓
TWO 3" DIA. SCUPPER P&S. ON MAIN DECK, WHICH ARE LED THROUGH SHIP'S SIDE,
18" BELOW DECK AND HAVE NO STORM VALVES. ✗

Particulars of Side Scuttles:—

SIDE SCUTTLES TO CREW'S QUARTERS IN FORECASTLE ARE FITTED ✓
WITH HINGED DEADLIGHTS.

Particulars of Guard Rails:—

FORECASTLE DECK:- 3'-0" HIGH, 2 RAILS WITH STANCHIONS 4'-6" APART. ✓

Particulars of Gangways, Lifelines, etc.:—

Lifelines provided in fore well for protection of crew

NONE

Particulars of Freeing Arrangements.

| | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
|--|-------------------|-------------------|---|---|--|---|
| R. Q. DECK | 108.7 FT. | 3'-2" | $\left\{ \begin{array}{l} 2'-6" \times 1'-6" \\ 2'-7" \times 1'-6" \end{array} \right.$ | $\left\{ \begin{array}{l} 3 \\ 3 \end{array} \right.$ | $21\frac{3}{4}$ 22 SQ. FT. | 21.74 \checkmark 22 SQ. FT. |
| Forward Well | 49.5 FT. | 4'-4" | 2'-7" \times 1'-6" | 3 | 12.1 SQ. FT. \checkmark | 11.55 SQ. FT. |
| State position of each freeing port ... } After Well: 27'-7" \times 27'-7" \times 21'-6" \times 14'-6" R.Q.DK. - 7" ABOVE DK. STR. / (E. and A. position and height above deck edge) } Forward Well: 6'-9" \times 9'-9" \times 8'-5" \times 1'-6" P.C.L.E. - 14" " " " / State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— BALANCED STEEL SHUTTERS. ✓ Additional area where sheer is less than standard. | | | | | | |

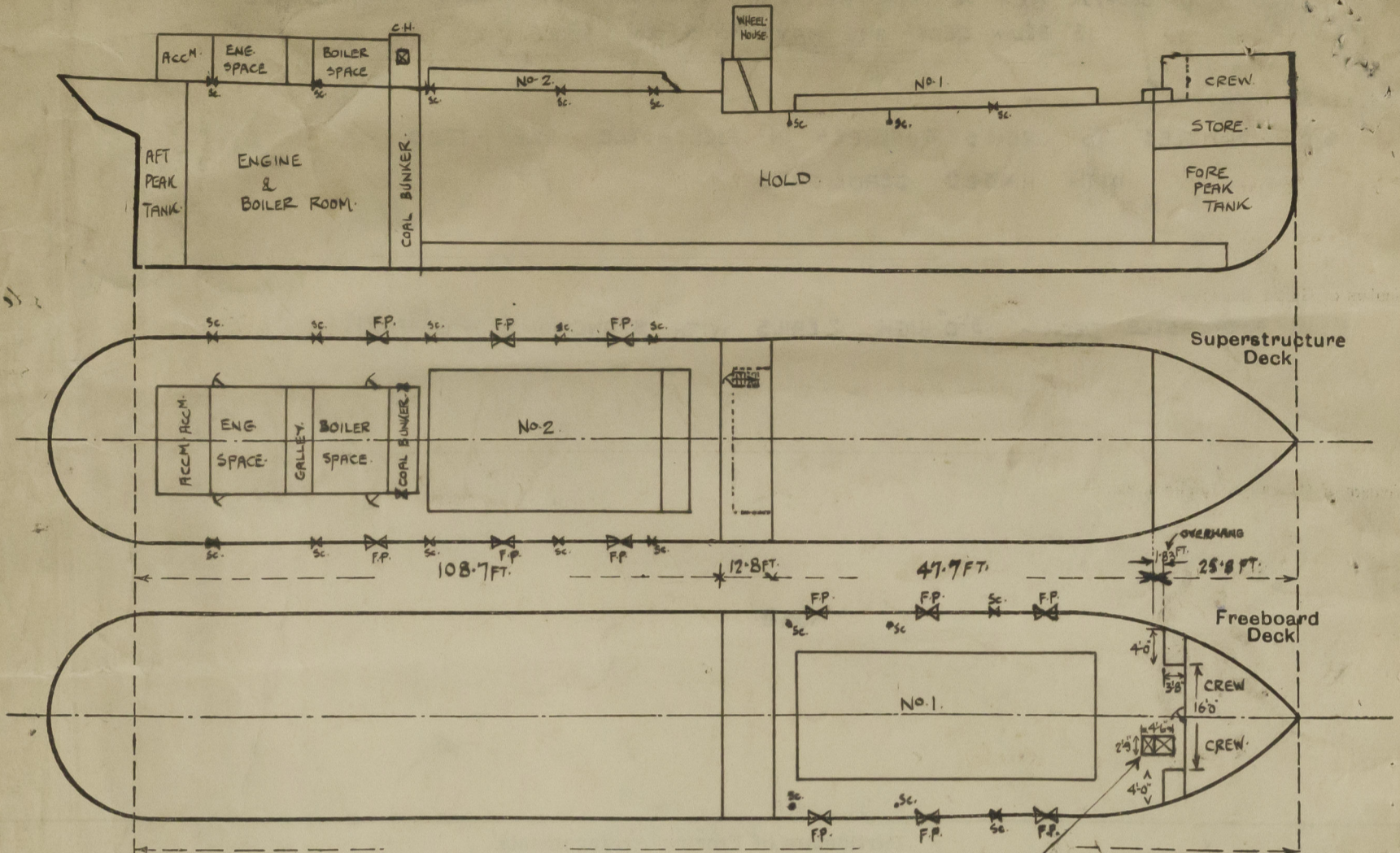
Particulars of Superstructures, Trunks, Casings, Deckhouses.

| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
|---|--------------|---------|-------------------------------------|---------|-------------------------------|------------------------|-----------------|-------------------|
| Peep Bulkhead | | | | | | | | 4'-0" |
| Raised Quarter Deck Bulkhead | | | | | | | | 3'-0" |
| Bridge, After Bulkhead | \checkmark | 30" ✓ | | 30" ✓ | | NONE ✓ | NONE ✓ | 7'-0" ✓ |
| Bridge, Forward Bulkhead | 30" ✓ | 25" ✓ | 6-3-443A | 30" ✓ | BULK. | NONE ✓ | NONE ✓ | 7'-0" ✓ |
| Forecastle Bulkhead | 25" ✓ | 25" ✓ | 2 1/2" \times 2 1/2" \times 25" | 36" | NONE. | 4'-9" \times 2'-0" ✓ | 19" ✓ | 7'-0" |
| Trunk, Aft | | | | | | | | |
| Trunk, Forward | | | | | | | | |
| Exposed Machinery Casings on Fore- castle or Raised Quarter Decks | 30" ✓ | 25" ✓ | 3" \times 2 1/2" \times 25" | 33" | BKTS. AT TOP. | 4'-0" \times 2'-0" ✓ | 22 1/2" ✓ | 6'-6" |
| 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).

| | |
|---|--|
| Peep Bulkhead | |
| Raised Quarter Deck Bulkhead | NO OPENINGS. ✓ |
| Bridge, After Bulkhead | -DO- ✓ |
| Bridge, Forward Bulkhead | -DO- ✓ |
| Forecastle Bulkhead | STEEL HINGED DOOR TO FORECASTLE. ✓ |
| Exposed Machinery Casings on Fore- castle or Raised Quarter Decks | STEEL HINGED DOORS, P&S. TO ENG. RM. & STOKENHOLD. } Capable of being operated from both sides |
| Exposed Machinery Casings on Super- structure Decks | SMALL STEEL HINGED DOOR P&S. ON SIDE OF COAL BUNKER 18" \times 18" |
| Machinery Casings within Superstruc- tures 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:—



Forecastle 20.30
 S. House 4 x 367 12 7.22
 21.52 gwt.
 Overhang 25.80
 21.52
 4.28

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

FREEBOARD MEASUREMENTS WERE TAKEN AFLOAT, AT DISCHARGING BERTH.

10.56 ft = 1275
 T.P.1 = 11.62

85% molder 11.90
 Reel 1.10
 12.00

$\Delta = \frac{1275}{201} = 1468$

Summer Molder = 13.53
 Reel 1.10
 13.63

$\Delta = \frac{1476}{228} = 1704$

Builder's name and yard number JOHN FULLERTON & CO. YARD NO. 244.

Names of sister ships

Owners WEST COAST SHIPPING COY.

Fee £ 6 : 16 : 0.

Received by me



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