

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

GRK. REPORT N° 19428

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having a complete superstructure with Forecastle.  
(the tonnage opening)  
(Type of Superstructures.)

Port of Survey Greenock.

Date of Survey while building

Name of Surveyor R. Dunsmuir.

Particulars of Classification \*100 A1 WITH FREEBOARD (CONTEMPLATED)

Ship's Name <b>JAMAICA PRODUCER</b>	Nationality and Port of Registry <b>BRITISH KINGSTON, JAMAICA.</b>	Official Number <b>156140</b>	Gross Tonnage <b>5325.20</b> <i>5464 Reg'd tonnage</i>	Date of Build <b>1934</b>
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Moulded Dimensions: Length 410'0" Breadth 54'5" Depth 33'5" to upper deck  
Moulded displacement at moulded draught = 85 per cent. of moulded depth (upper D<sup>m</sup>) 11843 tons  
Coefficient of fineness for use with Tables .651 (*.68 lower in Tables*)

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <u>33.50</u>	(a) Where D is greater than Table depth (D-Table depth) R = (33.77 - 27.33) <u>3.00</u> <u>6.44</u> = <u>+19.32"</u>	Moulded Breadth (B) <u>54.5</u> Standard Round of Beam = $\frac{B \times 12}{50} = \frac{54.5 \times 12}{50} = 13.08"$ Ship's Round of Beam = <u>13.5"</u> Difference <u>.42 excess</u>
Stringer plate ... <u>0.5</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>	Difference <u>.42 excess</u>
Sheathing on exposed deck <u>3" THROUGHOUT</u> $T \left( \frac{L-S}{L} \right) = 254 \cdot 8793$	If restricted by superstructures <u>✓</u>	Restricted to
Depth for Freeboard (D) = <u>33.77</u>		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.42}{4} \times .8793 = -.09"$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Deep enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Wale enclosed ...	<u>49.50</u>	<u>49.5</u>	<u>8'-0"</u>	<u>✓</u>	<u>49.5</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<u>49.50</u>	<u>49.5</u>			<u>49.5</u>

Standard Height of Superstructure 7.5 ✓

" " R.Q.D. ✓

Deduction for complete superstructure 42.00 ✓

Percentage covered  $\frac{S}{L} = \frac{49.5}{410} = 12.07\%$  ✓

" "  $\frac{S_1}{L} = \frac{49.5}{410} = 12.07\%$  ✓

" "  $\frac{E}{L} = \frac{49.5}{410} = 12.07\%$  ✓

Percentage from Table, Line A. 6.03 % ✓  
(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 = 42.00 × .0603 = -2.53" ✓

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>51.00</u>	1		<u>51.00</u>	<u>30.0</u>	<u>30.00</u>	1		<u>30.00</u>
1/4 L from A.P. ...	<u>22.69</u>	4		<u>907.6</u>	<u>13.50</u>	<u>13.50</u>	4		<u>54.80</u>
1/2 L " ...	<u>5.61</u>	2		<u>11.22</u>	<u>3.38</u>	<u>3.38</u>	2		<u>6.76</u>
Amidships ...		4		<u>0</u>	<u>0</u>	<u>0</u>	4		<u>0</u>
3/4 L from F.P. ...	<u>11.22</u>	2		<u>22.44</u>	<u>6.75</u>	<u>6.75</u>	2		<u>13.50</u>
1/4 L " ...	<u>45.38</u>	4		<u>181.52</u>	<u>27.0</u>	<u>27.00</u>	4		<u>108.00</u>
F.P. ...	<u>102.00</u>	1		<u>102.00</u>	<u>60.0</u>	<u>60.00</u>	1		<u>60.00</u>
Total ...				<u>458.94</u>					<u>272.26</u>

Mean actual sheer aft = Defic ✓  
Mean standard sheer aft = Defic ✓

Mean actual sheer forward = Defic ✓  
Mean standard sheer forward = Defic ✓

Length of enclosed superstructure forward of amidships = ✓  
" " aft of " = Deficient sheer.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{186.68}{18} \left( .75 - \frac{.0603}{.6897} \right) = +7.15"$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <u>33.80</u> ✓ Summer freeboard = <u>10.12</u> ✓ Moulded draught (d) = <u>23.68</u> ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{23.68}{4} = 5.92 = 6"$ ✓ Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 9532$ Tons per inch immersion at summer load water line $T = 40.84$ Deduction = $\frac{\Delta}{40T}$ inches = $\frac{9532}{40 \times 40.84} = 5.84 = 5\frac{3}{4}"$ ✓ FULL DRAFT. FULL DISP. T.P.I. 23 FT 9092 40.25 24 FT 9583 40.92	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient <table border="1"> <tr> <th></th><th>+</th><th>-</th></tr> <tr> <td>Depth Correction ...</td><td><u>19.32</u></td><td><u>-</u></td></tr> <tr> <td>Deduction for superstructures ...</td><td><u>-</u></td><td><u>2.53</u></td></tr> <tr> <td>Sheer correction ...</td><td><u>7.15</u></td><td><u>-</u></td></tr> <tr> <td>Round of Beam correction ...</td><td><u>-</u></td><td><u>.09</u></td></tr> <tr> <td>Correction for Thickness of Deck amidships</td><td><u>.36</u></td><td><u>-</u></td></tr> <tr> <td>Other corrections, scantlings, etc. <i>Approved moulded draught.</i></td><td><u>22.69</u></td><td><u>-</u></td></tr> <tr> <td></td><td><u>49.53</u></td><td><u>2.63</u></td></tr> </table> Summer Freeboard = <u>121.50</u> ✓		+	-	Depth Correction ...	<u>19.32</u>	<u>-</u>	Deduction for superstructures ...	<u>-</u>	<u>2.53</u>	Sheer correction ...	<u>7.15</u>	<u>-</u>	Round of Beam correction ...	<u>-</u>	<u>.09</u>	Correction for Thickness of Deck amidships	<u>.36</u>	<u>-</u>	Other corrections, scantlings, etc. <i>Approved moulded draught.</i>	<u>22.69</u>	<u>-</u>		<u>49.53</u>	<u>2.63</u>
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## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	<u>12"</u>
Fresh Water Line " " ...	<u>6"</u>
Tropical Line " " ...	<u>6"</u>
Winter Line below " " ...	<u>6"</u>
Winter North Atlantic Line " " ...	<u>✓</u>

Tropical Fresh Water Freeboard ...	<u>9' - 1 1/2"</u>
Fresh Water " " ...	<u>9' - 7 1/2"</u>
Tropical " " ...	<u>9' - 7 1/2"</u>
Winter " " ...	<u>10' - 7 1/2"</u>
Winter North Atlantic " " ...	<u>✓</u>



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
UPPER DECK									
Description of Hatchway	...	...	N <sup>o</sup> 1 HATCH	N <sup>o</sup> 2 HATCH	N <sup>o</sup> 3 HATCH	N <sup>o</sup> 4 HATCH	HATCH TO FORE PEAK IN FOULE	HATCH TO FORE PEAK ON FOULE DE.	
Dimensions of Hatchway	...	...	20'-0" x 14'-0"	27'-6" x 14'-0"	17'-6" x 14'-0"	17'-6" x 14'-0"	4'-0" x 1'-9"	4'-0" x 1'-9"	
COAMINGS	Height above <sup>WOOD</sup> Deck	...	30"	30"	30"	30"	COAMING 9 x 3 x 40 BA	COAMING 24 x 36	
	Thickness { Sides	...	44"	44"	44"	44"	COVERS 2 1/2"	COVER 2 1/2"	
	Ends	...	44"	44"	44"	44"	FITTED F&A	FITTED F&A	
	Stiffeners ... S.A.	...	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	BEARING 2 1/2"	BEARING 2 1/2"	
	Brackets, Stays ... S.A.	...	2" DIA	2" DIA	2" DIA	2" DIA	CLEATS SPACED	CLEATS SPACED	
HATCH BEAMS	Number	...	3	5	3	3	12" x 18"	12" x 18"	
	Spacing	...	4'-0" x 4'-0"	4'-0" x 4'-10 1/2"	4'-0" x 4'-9"	4'-0" x 4'-9"	HATCH TO CHAIN LOCKER IN FOULE	INSPECTION HATCHES ON UPPER DECK	
	Scantling and Sketch	...	2 1/2	2 1/2	1 1/2	1 1/2	2'-0" x 2'-0"	N <sup>o</sup> 1. 3'-3" x 1'-9"	
	DEEP WEBS { PLATE	...	40 x 30	40 x 30	40 x 30	40 x 30	COAMING 9 x 3 x 40 BA	COAMING 24 x 44	
	GROUNDS FOR INSUL <sup>n</sup> HATCHES. { ANG <sup>s</sup> TOP	...	3 x 3 x 40	3 x 3 x 40	3 x 3 x 40	3 x 3 x 40	COVER 2 1/2"	N <sup>o</sup> 2. 3'-3" x 1'-9"	
FORE AND AFTERS	INTERME WEBS { PLATE	...	1 1/2 13 x 30	3 1/2 13 x 30	2 1/2 13 x 30	2 1/2 13 x 30	FITTED F&A	COAMING 18 x 44	
	Bearing Surface	...	3 x 3 x 40	3 x 3 x 40	3 x 3 x 40	3 x 3 x 40	BEARING 2 1/2"	N <sup>o</sup> 3. 3'-3" x 1'-9"	
	Number	...	3 1/2	3 1/2	3 1/2	3 1/2	CLEATS SPACED 18"	COAMING 18 x 35	
	Spacing	...					HATCH TO AFTER PEAK STORE	N <sup>o</sup> 4. 3'-3" x 1'-9"	
	Unsupported Lengths	...					1'-9" x 2'-0"	COAMING 18 x 44	
HATCH COVERS	Scantling* and Sketch	...	NONE				COVERS 2 1/2"	BEARING 2 1/2"	
	Bearing Surface	...					CLEATS SPACED	24 x 12"	
	Material	...	3" SOLID WOOD COVERS				FITTED F&A	2 TARPULINS	
	Thickness	...					BEARING 2 1/2"	To EACH HATCH	
	How fitted	...	FITTED FORE & AFT				CLEATS SPACED 12"		
Spacing of Cleats	...	...	24"	24"	24"	24"	2 TARPULINS		
	Number of Tarpaulins	...	2	2	2	2	To EACH HATCH		
<p>*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/></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. Locking bars fitted to No. 1 Hatchway at 2/19/43.</p> <p>Are lashings provided in accordance with rule requirements? YES.</p>									

Particulars of fiddle, funnel or ventilator coamings:—

Engine Skylight of steel, strongly constructed.  
 Fiddle gratings fitted with lined steel covers.  
 Fiddle, Funnel & Vent coamings in efficient condition.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

Steel House on upper Deck aft.  
 Solid wood doors, having 18" sills.

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

Fore B<sup>o</sup> 1-8V Boaming 36 x 30 to Fore Peak; 3-9V<sup>s</sup> boaming 36 x 32 & 2-6V<sup>s</sup> boamings 36 x 30 to Crews Quarters.  
 Top of Forward Cooler House. 2-30V<sup>s</sup> boamings 4'-9" x 40 Air Supply Vents; 2-30V<sup>s</sup> boamings 2'-3" x 40 Air Exhaust Vents.  
 Top of After Cooler House. 2-30V<sup>s</sup> boamings 4'-9" x 40 Air Supply Vents; 2-30V<sup>s</sup> boamings 2'-3" x 40 Air Exhaust Vents.  
 Upper B<sup>o</sup> abreast Midship Deckhouse. 2-12V<sup>s</sup> (P&S) boamings 30 x 34 & 1-8V (P&S) boaming 30 x 30 to upper 1<sup>st</sup> Deck; upper B<sup>o</sup> aft 1-6V (P&S) 30 x 30 to steering gear; 1-12V 36 x 34 to Aft Peak Store; Top of After Deckhouse 1-24V 30 x 40 to tunnel. All ventilators constructed in accordance with the Rules & Coamings closed with wood plugs & canvas covers.

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

Fore B<sup>o</sup> 2-3 1/2 MI to Fore Peak; 1-4 1/2 MI to N<sup>o</sup> 1 D.B. Tank, all 24" high; upper B<sup>o</sup> 2-4 1/2 MI (P&S) to N<sup>o</sup> 2 & 3 D.B. Tanks, abreast Forward Cooler House; 1-2 MI (P&S) to Lofferdam; 1-2 MI (P&S) to Lofferdam in D.B. between N<sup>o</sup> 4 & 5 Tanks; 2-4 1/2 MI (P&S) to Engine Room D.B. Tank; 1-2 MI (P&S) to Lofferdam in D.B. between N<sup>o</sup> 5 & 6 Tanks; 1-4 1/2 MI (P&S) to N<sup>o</sup> 6 D.B. Tank; 1-6 MI (P&S) to Hold Space; All in waterway abreast Midship House; 2-4 1/2 MI (P&S) to D.B. Tank; 1-6 MI (P&S) to Hold Space; 1-2 MI to Lofferdam in D.B. between after D.B. Tank & 1<sup>st</sup> N Tank; abreast After Cooler House. 2-4 1/2 MI (P&S) to F.W. Tanks at sides of Tunnel; 1-3 1/2 MI to After Peak. All 30" above upper deck.  
 All air pipes to Oil Fuel Tanks fitted with wire gauge, elsewhere wood plugs fitted.

Particulars of Gangway Cargo and Coaling Ports:—

1 Cargo Door (Watertight) P&S. to N<sup>o</sup> 1 upper Tween Deck 4'-0" x 5'-6"  
 1 " " " " N<sup>o</sup> 2 " " 4'-0" x 5'-6"  
 1 " " " " to upper Tween Deck abreast E & B Boaming 5'-0" x 3'-0"  
 1 " " " " to N<sup>o</sup> 3 upper Tween Deck 4'-0" x 5'-6"  
 1 " " " " N<sup>o</sup> 4 " " 4'-0" x 5'-6"  
 Shell Openings doubled in way of doors, & doors strongly constructed & efficiently secured with channel strongbacks.

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Particulars of Scuppers and Sanitary Discharge Pipes — Scuppers from weather deck fitted with storm valves. ✓  
Scuppers from Deckhouses on upper Deck fitted with storm valves & having screw caps on inner end. ✓  
Discharges from Baths, W.C. & Wash Basins in Accommodation Amidships & from Crew Quarters fitted with storm valves & having trap at inner end. ✓  
All storm valves of gun-metal & fitted about 2'-6" below load waterline. ✓

Particulars of Side Scuttles: 10" wide sidelights in Lock, & in Steering Gear space below upper Deck aft. ✓  
All of substantial construction & fitted with deadlights. ✓

Particulars of Guard Rails:—  
Guard rails on Lock 3'-3" high, with 3 rods, & stanchions spaced 5'-0" apart. ✓  
Guard rails on upper Deck 3'-6" high, with 3 rods, & stanchions spaced 5'-0" apart, & fitted as per sketch in way of Hatches, elsewhere steel bulwark. ✓

Particulars of Gangways, Lifelines, etc.:—

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
After Well ... ..						
Forward Well ... ..						
(F. and A. position and height above deck edge) { After Well:— Forward Well:— 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.						

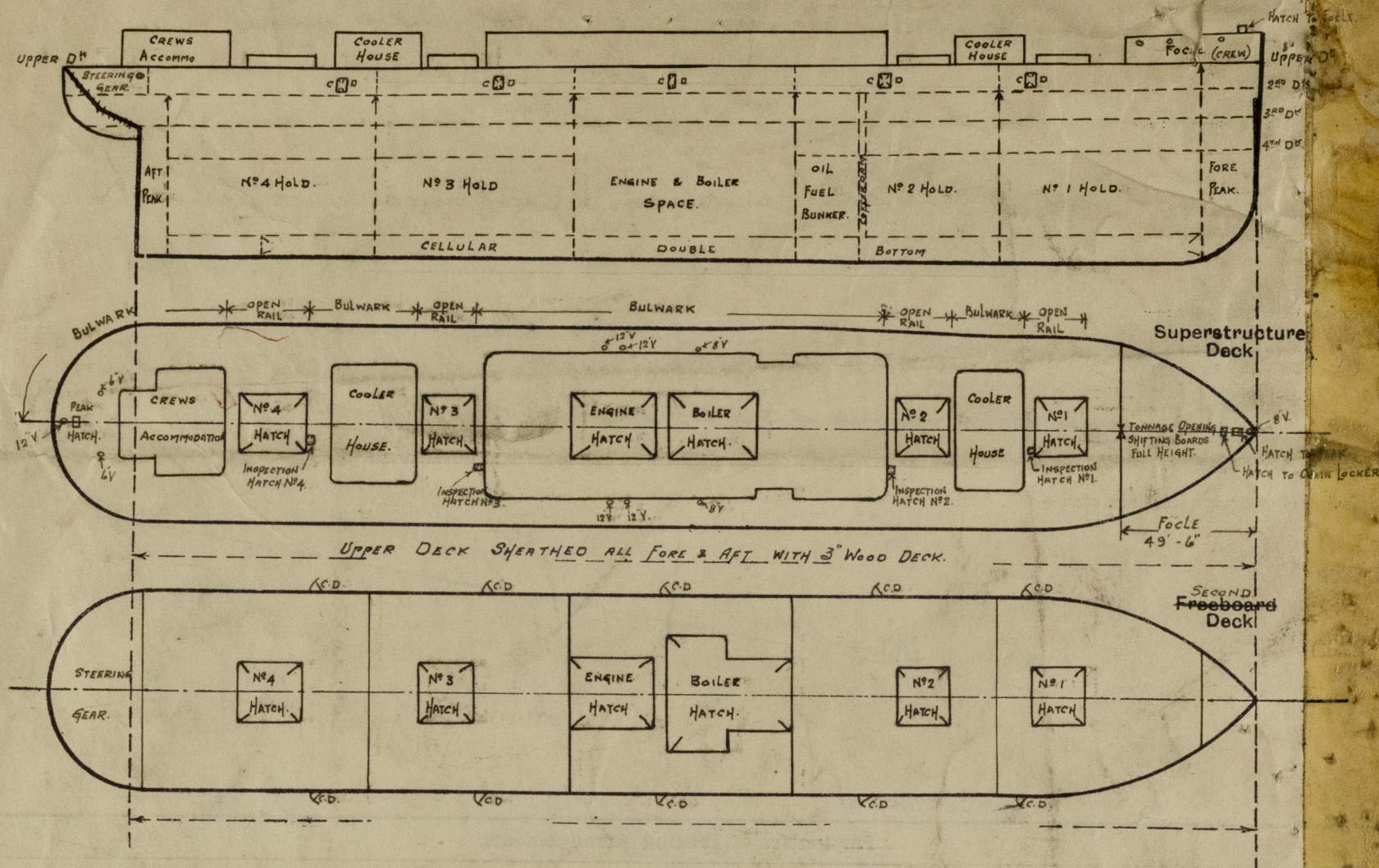
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..								
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..	30 ✓	30 ✓	ANGLE 4 x 3 x 32	33" ✓	NONE	5'-3" x 3'-6"	18" ✓	8'-0"
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..	34	30	3 x 3 x 30 3 1/2 x 3 x 44	30 37 1/2	BRACKETED AT TOP	NONE	✓	7'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ...	30	28	3 1/2 x 3 x 30	30	WELDED AT BOTTOM. RIVETED AT TOP.	5'-0" x 2'-3"	18" ✓	8'-0"

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	
Bridge, Forward Bulkhead ... ..	
Forecastle Bulkhead ... ..	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	3" Shifting boards full height of opening, & fitted in channels riveted to bulkhead. ✓
Exposed Machinery Casings on Super-structure Decks ... ..	No openings
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ...	1 1/8" Solid Wood Doors (Lock). Workable from both sides. ✓



# Jamaica Producer

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:—



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

This vessel is to be engaged on International Trade.  
 The vessel has been built in accordance with the approved plans & in general conformity with the Society's Rules for the Class contemplated.  
 The vessel is insulated throughout & is intended for the fruit carrying trade.  
 The Approved Plans of Midship Section, Profile & Decks, & Hatches are forwarded for reference.  
 A preliminary freeboard was assigned as per Secretary's letter 1<sup>st</sup> August 1933.  
 Freeboard Request attached.

Builder's name and yard number. *Lithgows Limited* No 868.

Names of sister ships.

Owners. *Jamaica Banana Producers Steam Ship Co. Ltd*

Fee £ 16 : 0 : 0 Received by me.



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