

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Index. No. **30776**
 (For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker

 having *a shelter deck with Tonnage opening aft.*

 Port of Survey *London*

(Type of Superstructures.)

 Date of Survey *23.24.25.27 June 1932*

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

FORDSDALE
*British
London*
151988
9949
*1924
3.*

 Name of Surveyor *R. Blake.*

 Moulded Dimensions: Length *499.5* Breadth *63.0* Depth *36.0*

 Moulded displacement at moulded draught = 85 per cent. of moulded depth *20720* tons

 Coefficient of fineness for use with Tables *.775.753*

 Particulars of Classification *+100 A1*
*Shelter Deck with
Freeboard 931*

Depth for Freeboard (D)

 Moulded depth ... *36.0*

 Stringer plate ... *04*

Sheathing on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

 Depth for Freeboard (D) = *36.04*

Depth correction

(a) Where D is greater than Table depth

(D - Table depth) R =

$$(36.04 - 33.30) 3.0$$

$$2.74 \times 3 = 8.22$$

(b) Where D is less than Table depth (if allowed)

(Table depth - D) R =

If restricted by superstructures

Round of Beam correction

 Moulded Breadth (B) *63.0*

 Standard Round of Beam = $\frac{B \times 12}{50} = 15.12$

 Ship's Round of Beam = *15.75*

Difference

Restricted to

$$\text{Correction} = \frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.63}{4} \left(\frac{.0053}{.775} \right)$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>41.0</i>	<i>41.0</i>	<i>8.0</i>		<i>41.00</i>
" overhang ...	<i>.25</i>	<i>.12</i>			<i>.12</i>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>451.25</i>	<i>451.25</i>	<i>8.0</i>		<i>451.25</i>
" overhang aft ...	<i>2.5</i>	<i>1.88</i>			<i>1.88</i>
" overhang forward ...					
Forecastle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	<i>4.5</i>	<i>2.62</i>	<i>8.0</i>		<i>2.62</i>
" forward ...					
Total ...	<i>499.5</i>	<i>496.87</i>			<i>496.87</i>

 Standard Height of Superstructure *7.5*

" " R.Q.D.

 Deduction for complete superstructure *42.0*

 Percentage covered $\frac{S}{L} = 100\%$
 $\frac{S_1}{L} = 99.47\%$
 $\frac{E}{L} = 99.47\%$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

 Percentage from Table, Line B. *99.34*

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

 Deduction = *41.73*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>59.95</i>	<i>1</i>		<i>59.95</i>	<i>68.74</i>	<i>68.75</i>	<i>1</i>		<i>68.75</i>
$\frac{1}{4}$ L from A.P. ...	<i>26.68</i>	<i>4</i>		<i>106.72</i>	<i>26.4</i>	<i>26.28</i>	<i>4</i>		<i>105.12</i>
$\frac{3}{4}$ L " ...	<i>6.59</i>	<i>2</i>		<i>13.18</i>	<i>6.2</i>	<i>6.57</i>	<i>2</i>		<i>13.14</i>
Amidships ...		<i>4</i>					<i>4</i>		
$\frac{3}{4}$ L from F.P. ...	<i>13.18</i>	<i>2</i>		<i>26.36</i>	<i>13.2</i>	<i>13.28</i>	<i>2</i>		<i>26.56</i>
$\frac{1}{4}$ L " ...	<i>53.35</i>	<i>4</i>		<i>213.40</i>	<i>53.8</i>	<i>53.13</i>	<i>4</i>		<i>212.52</i>
F.P. ...	<i>119.90</i>	<i>1</i>		<i>119.90</i>	<i>120.2</i>	<i>120.25</i>	<i>1</i>		<i>120.25</i>
Total ...				<i>539.51</i>					<i>519.44</i>

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

If limited on account of midship superstructure.

 Mean actual sheer aft = *Excess*
 Mean standard sheer aft

 Mean actual sheer forward = *Excess*
 Mean standard sheer forward

Length of enclosed superstructure forward of amidships =

" " aft of " =

 Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = *36.04*

 Summer freeboard = *6.25*

 Moulded draught (d) = *29.79*

Deduction for Tropical freeboard and addition for

 Winter freeboard = $\frac{d}{4}$ inches = *7.45*

Addition for Winter North Atlantic Freeboard (if required) =

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

 $=$
7.2

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 Depth Correction ... *8.22*

 Deduction for superstructures ... *41.73*

 Sheer correction ... *.56*

 Round of Beam correction ... *.83*

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. ...

 Summer Freeboard = *74.73*

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

 Tropical Fresh Water Line above Centre of Disc ... *15*

 Fresh Water Line " " ... *7.2*

 Tropical Line " " ... *7.2*

 Winter Line below " " ... *7.2*

 Winter North Atlantic Line " " ... *7.2*

 Tropical Fresh Water Freeboard ... *4'-10 1/4"*

 Fresh Water " " ... *5'-5 3/4"*

 Tropical " " ... *5'-5 3/4"*

 Winter " " ... *6'-8 3/4"*

Winter North Atlantic " " ...

F-1 JUL 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
SUPERSTRUCTURE DECK						FORECASTLE FREEBOARD					
Description of Hatchway		1	2	3.5+6	4	7	1	5	6	Bunker	Bunker
Dimensions of Hatchway		20-3x16-0	28-1 1/2x24-0	28-6x24-0	21-4 1/2x24-0	12-0x18-0	20-3x16-0	28-6x24-0	28-6x24-0	9-3x20-3	14-0x20-3
COAMINGS	Height above Deck	2'-6"	2'-9"	Same	2'-9"	2'-9"	2'-9"	9" BA	9" BA	2'-9"	2'-9"
	Thickness	.44"	.44"	"	.44"	.44"	.44"	.50"	.50"	.44"	.44"
	Sides	.44"	.44"	"	.44"	.44"	.44"	.50"	.50"	.44"	.44"
	Ends	.44"	.44"	"	.44"	.44"	.44"	.50"	.50"	.44"	.44"
Stiffeners		8" BA	8" BA	Nº 2	8" BA	8" BA	8" BA	/	/	/	/
Brackets, Stays		NONE	2	/	1	1	1	/	/	/	/
HATCH BEAMS	Number	3	5	5	4	2	3	5	5	1	2
	Spacing	5'-0"	4'-8"	4'-9"	4'-3"	PL. 14"x34"	PL. 14"x44"	PL. 21"x40"	Same	PL. 15"x44"	PL. 15"x44"
	Scantling and Sketch	PL. 14"x44" Angles 3 1/2x3 1/2x50	PL. 23"x38" angles 3 1/2x3 1/2x38	Same as Nº 2	Same as Nº 2	angles as 3 1/2x3 1/2x50	angles as 3 1/2x3 1/2x50	angles 4x4x44	as Nº 5	angles 3 1/2x3 1/2x44	angles 3 1/2x3 1/2x44
	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
FORE AND AFTERS	Number										
	Spacing										
	Unsupported Lengths										
	Scantling* and Sketch		No Fore & Afters Fitted.								
HATCH COVERS	Material	W.P.									
	Thickness	2 3/4"									
	How fitted	F.O.A									
	Bearing Surface	3"									
Spacing of Cleats		24"	24"	24"	24"	24"	24"	23 1/2-26"	23-26"	24"	24"
Number of Tarpaulins		3	3	3	3	3	3	2	2	2	2

*Are wood fore and afters steel shod at all bearing surfaces? ☒ yes

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

Locking bars fitted to No. 1 Hatchway at Secs. 22/4/02

X 3 to 5 cleats missing on each of three hatches and some of the existing cleats damaged.

of fiddley, funnel and ventilator coamings:—

Gratings closed by strong hinged steel covers.

Funnel and Vent coverings in an efficient condition.

Engine Room skylight of steel and substantially constructed.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Comparisonways :—

Particulars of Components		Dimensions	
2	Steel Entrance doors at fore end of Alleyways on Superstructure deck with 18 Sills		
6	Wood " " 1 3/4" thick " " " " " " 17" "		
1	Steel " " on Superstructure deck to No 4 Hold Spaces " 19" "		
1	" " " " Tunnel, Escape Tunnel " 19" "		
1	" " 1 3/4" thick " " Steering Gear [below Freeboard] " 20" "		
2	" " " " Bridge " leading down to Alleyway on Superstructure Deck " 10" "		

Particulars of Ventilato^s in exposed positions on freeboard and superstructure decks:—

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :-						
2 -	20"	Vents	Forecastle bulk	coamings	3' 5" high (above wood)	x .50" to Hold Space -
1 -	9	"	"	"	2' 8" " " " x .25 " "	Lower Tween Ber -
14 -	20	"	Superstructure	"	3' 8" " (" Steel) x .50 " "	2 Hold Spaces -
1 -	14"	"	"	"	3' 3" " " " x .44 " "	Steering Gear Comp -
1 -	22"	"	"	"	3' 0" " " " x .44 " "	Hold Space
1 -	24"	"	"	"	8' 6" " " " x .44 " "	Tunnel Escape Trunk (unsupported)
all coamings closed by wood plugs & canvas covers.						

all coamings closed by wood plugs & canvas covers.

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

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—									
1-	3"	air Pipe	on Forecastle Deck	2'-2"	high	from double bottom	center	-	Tyros Valves Closing -
24-	3"	"	Superstructure	2'-0"	"	"	"	-	
10-	4"	"	"	2'-0"	"	"	"	-	
8-	2½"	"	"	2'-0"	"	"	"	-	
2-	2"	"	"	2'-0"	"	"	"	-	closed by wood plugs or canvas covers
1-	4"	"	"	1'-0"	"	after Peak	"	-	
1-	4"	"	"	1'-7"	"	after Peak	"	-	

Particulars of Gangway Cargo and Coaling Ports :—

6 Cargo doors each side between the Shelter and Freeboard Decks, 5'-11" x 4'-9" of substantial construction and efficiently secured and made watertight. ✓

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Particulars of Sumps and Sanitary Discharge Pipes:— all Sumps & Sanitary discharge pipes which are discharging through Ship's Side below freeboard deck, fitted with gun metal non-return valves.

Particulars of Side Scuttles:—

Scuttles below Freeboard Deck fitted with hinged deadlights.

Scuttles of substantial construction.

Particulars of Guard Rails:—

on Forecastle 3'-6" high, having 4 rods with stanchions spaced about 3'-6" apart

Superstructure (forward) 3'-6" " 4 " " " 3'-6"

" aft 3'-6" " 4 " " " 4'-9"

Bulwark - in way of accommodation 3'-5" high efficiently constructed & supported.

Particulars of Gangways, Lifelines, etc.:—

none

crew berthed in the Forecastle.

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	7'-2"	8'-0"	2'-0" x 15"	1		
Forward Well	✓	✓	✓	✓		

State position of each freeing port After Well:— 2 in centre of well. 12" above deck.

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

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Hinged plate 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
Poop Bulkhead	38"	36"	4 x 3 x .25"	28 1/2"	none	none	✓	8'-0"
Raised Quarter Deck Bulkhead ...	✓	✓	✓	✓	✓	✓	✓	✓
Bridge, After Bulkhead	38"	36"	4 x 3 x .25"	28 1/2"	none	2 x 4'-6" x 3'-0"	18"	8'-0"
Bridge, Forward Bulkhead	✓	✓	✓	✓	✓	✓	✓	✓
Forecastle Bulkhead	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Aft	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Superstructure Decks	✓	✓	✓	✓	✓	✓	✓	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	44"	40"	4 x 3 x .40"	28 1/2"	continuous	4 x 5'-0" x 2'-1"	18"	8'-0"
Deckhouses on Flush Deck Ships ...	✓	✓	✓	✓	✓	✓	✓	✓

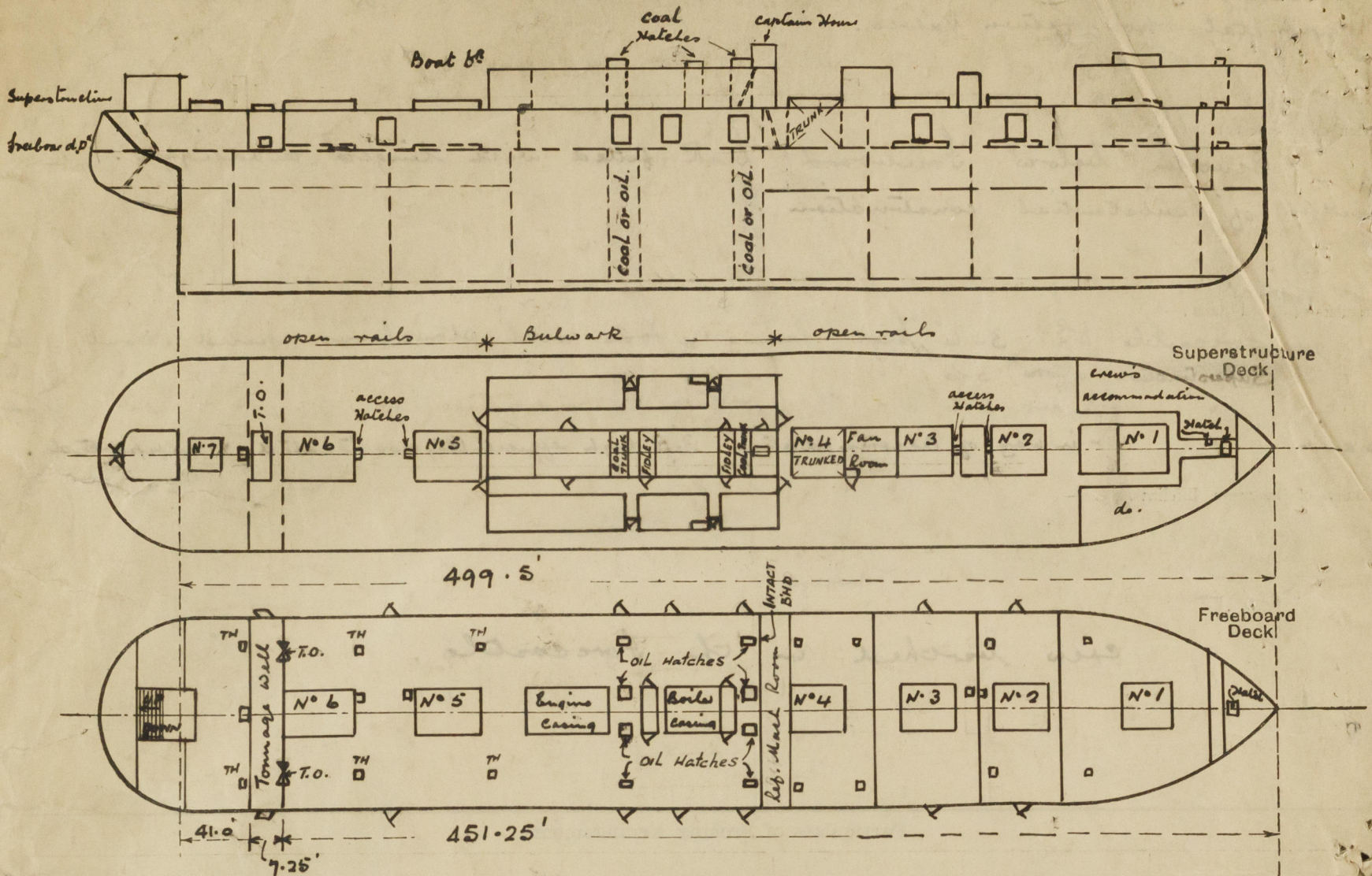
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	no openings
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	3" Tonnage opening battens carried full height in vertical steel channels.
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	4 hinged steel doors operated from both sides.
Deckhouses on Flush Deck Ships ...	✓

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Ferndale

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:—



3" Pitch Pine sheathing on Forecastle deck.

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

Forecastle D ^h	1	Hatch	4'-0" x 3'-8" x 28" high	wood covers, cleats, battens & tarpaulins to Fore Peak.	—
Superstructure B ^h	1	"	4'-0" x 3'-8" x 9"	" " " " " "	—
"	1	"	2'-0" x 1'-11" x 9"	" " " " " "	" chain Lockers
"	1	"	2'-3" x 1'-5" x 26½"	" " " " " "	" N° 2. Hold
"	1	"	2'-3" x 1'-9" x 26½"	" " " " " "	" N° 3 "
"	1	"	2'-3" x 1'-9" x 26½"	" " " " " "	" N° 5 "
"	1	"	2'-3" x 1'-5" x 26½"	" " " " " "	" N° 6 "
"	1	"	4'-5" x 24'-0" x 9"	" " no battening	" Tonnage well
Boat	2	"	9'-7" x 3'-11" x 33"	" cleats, battens, tarpaulins to Deep Tank	—
Freeboard	4	"	7'-0" x 7'-0" x 10"	steel bolted plate covers (oilight)	—
"	4	"	7'-0" x 3'-0" x 10"	" " " "	—
"	4	"	2'-5" x 2'-0" x 9"	Hinged wood cover 2½" thick	Trimming Hatches
"	2	"	2'-4" x 1'-10" x 9"	" " " "	access to N° 5 Hold
"	2	"	2'-4" x 1'-10" x 9"	" " " "	" " 6 "
"	2	"	2'-6" x 1'-4" x 9"	" " " "	" " 6 "

write
efficiency
arrange

This vessel was surveyed afloat and in dry Dock during Special Survey N° 2.

Builder's name and yard number The Cockatoo Island Dockyard, Australia. N° 47

Names of sister ships Ferndale
White Star Line (G. Thompson & Co. Ltd. Mgrs)
Owners Messrs Shaw, Savill, and Albion Co. Ltd.

Fee £ 17 : 0 : 0 Received by me

4/29/32



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