

CLYDE'S REGISTER OF SHIPPING.  
SURVEYS FOR FREEBOARD.

Index No. 33372.  
(For London Office only.)

No 100232.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having poop, bridge and fisle

Port of Survey Liverpool

Date of Survey 18/4/32 and subsequently

Name of Surveyor A.W. Jackson

Particulars of Classification 100A1 with freeboard.

(Type of Superstructures.)  
Ship's Name THOMAS HOLT  
Nationality and Port of Registry British Liverpool  
Official Number 161105  
Gross Tonnage 3580  
Date of Build 1929-8m  
Moulded Dimensions: Length 329.5' Breadth 46.85' Depth 27.5'  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 4458 (see over) tons  
Coefficient of fineness for use with Tables .753

Depth for Freeboard (D)  
Moulded depth ... 27.50  
Stringer plate .36" ... .03  
Sheathing on exposed deck 2 1/2" Teak. =  
 $T \left( \frac{L-S}{L} \right) = 21 \times .4684 = .10$   
Depth for Freeboard (D) = 27.63

Depth correction  
(a) Where D is greater than Table depth  
(D-Table depth) R =  
 $(27.63 - 21.97) \times 2.534 = 14.34$   
(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) 46.85  
Standard Round of Beam =  $\frac{B \times 12}{50} = 11.24$   
Ship's Round of Beam = 11 1/2  
Difference excess .26  
Restricted to  
Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.26}{4} \times \frac{.5889}{.5889} = .04$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height steel to steel	Height Correction	Effective Length (E)
Poop enclosed ...	14.75	14.75	7.75'		14.75
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...	127.75	95.81	7.75'		95.81
„ overhang aft ...					
„ overhang forward ...	.67	.33			.33
Table enclosed ...	32.00	32.00	7.75'		32.00
„ overhang HOUSES ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...		135.51			135.51
Total ...	175.14	142.89			142.89

Standard Height of Superstructure 6.80 ✓  
„ „ R.Q.D. ✓  
Deduction for complete superstructure 37.30 ✓  
Percentage covered  $\frac{S}{L} = .5316$   
„ „  $\frac{S_1}{L} = .4339$   
„ „  $\frac{E}{L} = .4339$   
Percentage from Table, Line A.  
(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 =  $.3036 \times 37.30 = 11.33$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	42.95	1		42.95	51.0	51.00	1		51.00
1/4 L from A.P. ...	19.11	4		76.44	22.08	22.51	4		90.04
3/4 L „ ...	4.72	2		9.44	4.32	5.61	2		11.22
Amidships ...	-	4		-	-	-	4		-
3/4 L from F.P. ...	9.45	2		18.90	10.5	10.15	2		20.30
1/4 L „ ...	38.23	4		152.92	40.8	40.68	4		162.72
F.P. ...	85.90	1		85.90	93.0	93.00	1		93.00
Total ...				386.55					428.28

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = .11$   
If limited on account of midship superstructure. open structure.

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 = } none  
„ „ aft of „ = }

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

Depth to Freeboard Deck = 27.40  
Summer freeboard = 7.48  
Moulded draught (d) = 20.12

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 5.06 5"  
Addition for Winter North Atlantic Freeboard (if required) = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 6661$   
Tons per inch immersion at summer load water line  
 $T = 30$   
Deduction =  $\frac{\Delta}{40T}$  inches = 5.55

TABULAR FREEBOARD corrected for Flush Deck (if required)  
Correction for coefficient  $\frac{.753 + .68}{1.36} \times 50.87 =$

Depth Correction ... 14.34  
Deduction for superstructures ... 11.33  
Sheer correction ... .04  
Round of Beam correction ... .80  
Correction for Thickness of Deck amidships ... 31.67  
Other corrections, scantlings, etc. ... 10.66  
Summer Freeboard = 89.75

50.87  
53.60

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

Tropical Fresh Water Line above Centre of Disc ... 10 1/2"  
Fresh Water Line „ „ ... 5 1/2"  
Tropical Line „ „ ... 5"  
Winter Line below „ „ ... 5"  
Winter North Atlantic Line „ „ ... 4"

Tropical Fresh Water Freeboard ... 6'-7 1/4"  
Fresh Water „ „ ... 4'-0 1/4"  
Tropical „ „ ... 4'-0 1/4"  
Winter „ „ ... 4'-0 1/4"  
Winter North Atlantic Line „ „ ... 4'-0 1/4"

20 JUL 1932

187 JAN 1934



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Upper Dk.					Coaling Hatches Br. Dk.				
Description of Hatchway	No. 1	No. 2	No. 3	No. 4	"A"	"B"			
Dimensions of Hatchway	18'x16'2"	20'3'x16'2"	20'3'x16'2"	20'3'x16'2"	16'x9'	17'7'x4'6"			
COAMINGS	Height above Deck	30"			30"	30"			
	Thickness	48"	As No. 1	As No. 1	40"	40"			
	Sides	44"			40"	40"			
	Ends	44"			Nil	Nil			
	Stiffeners	7x3 1/2 x 46 B.A.			Nil	Nil			
	Brackets, Stays	1-2" W.L.			Nil	Nil			
HATCH BEAMS	Number	3							
	Spacing	4'-6"	As No. 1	As No. 1					
	Scantling and Sketch	7x3 1/2 x 46 B.A.							
	Bearing Surface	3 1/2"							
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
	Bearing Surface								
HATCH COVERS	Material	W.P.							
	Thickness	2 1/2"	As No. 1	As No. 1					
	How fitted	F.A.A.							
	Bearing Surface	3"							
Spacing of Cleats	24"	As No. 1	As No. 1	As No. 1	24"	24"			
Number of Tarpaulins	3"	As No. 1	As No. 1	As No. 1	3"	3"			

\*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? ☒

*Looking bars fitted to top hatchway at low 20/6/11.*

Particulars of fiddle, funnel and ventilator coamings:—  
 Stokehold gratings covered by strong steel hinged covers.  
 Fiddle ventilators in efficient condition.  
 Funnel carried well down into stokehold, no coaming.  
 Engine ventilation funnel, strongly constructed.

Particulars of Flush Bunker Scuttles:—  
*None fitted*

Particulars of Companionways:—  
 2- steel companions 1P+1S of deckhouse on middle line at fore end of poop 10'-6"x15'-2"x4'-9" high, leading to enclosed crew accommodation below the upper deck, doors of heavy teak, sills 18" above wood deck, capable of being manipulated from both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—									
No.	Position	Diam.	Ht.	Thrs.	Service	No.	Position	Diam.	Ht.
2	Fore Hd.	22"	36"	40"	No. 1 Hold	2	After Well	16"	56"
4	Fore Well	22"	36"	40"	No. 2 Hold	8	"	12"	36"
2	"	22"	36"	40"	No. 2 Hold	4	"	12"	36"
2	Bridge Dk.	15"	36"	36"	Bunker	2	"	15"	36"
2	"	22"	36"	40"	No. 2 Hold	1	"	12"	36"
2	"	30"	36"	40"	No. 2 Hold	2	Under Poop	5'x4'	18"

All heights of coamings measured from top of wood deck.  
 All ventilators constructed in accordance with the Rules and coamings closed with wood plugs and canvas covers.  
*\* Ventilators efficiently supported.*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—									
No.	Position	Diam.	Ht.	Service	No.	Position	Diam.	Ht.	Service
1	Fore Hd.	6'x5'	16"	Fore Peak.	1	Poep Dk.	6'x9'	16"	After Peak.
1	Fore Well	2 1/2"	41"	No. 1 O.B. Tank.					
4	Fore Well	2 1/2"	37 1/2"	No. 2 O.B. Tank.					
2	Fore Well	3"	39 1/2"	No. 3 O.B. Tank.					
6	"	2 1/2"	39 1/2"	No. 4 O.B. Tank.					
2	After Well	2 1/2"	38"	No. 7 O.B. Tank.					

*Airpipes above 36" in height stayed from bulwarks, and all airpipes closed with wood plugs.*

Particulars of Gangway Cargo and Coaling Ports:—  
 1- W.T. Gangway door P and S. in Bridge Tween Dks in way of Saloon 5'-10"x2'-6", efficiently constructed.  
 1- W.T. Vent door P and S. in Bridge Tween Dks. in way of Saloon 3'-0"x2'-0", efficiently constructed.



Particulars of Scuppers and Sanitary Discharge Pipes — Scuppers in wells  $6\frac{1}{2} \times 5\frac{3}{4}$ " of Collinson Type.  
Sanitary discharge pipes fitted with gunmetal storm valves at ship's sides.

Particulars of Side Scuttles:

Particulars of Side Scuttles: Side scuttles to crew's spaces in fore, under bridge deck and crew's accommodation below upper deck aft provided with hinged deadlights. Side scuttles to Saloon provided with portable deadlights. All scuttles of substantial construction.

Particulars of Guard Rails :—

Particulars of Guard Rails:— *Guard rails on fisle, bridge, and poop 3'-10" high, with three rods and stanchions spaced 4'-0" to 4'-6" apart.* ✓

Particulars of Gangways, Lifelines, etc. :—

~~None fitted.~~

*Lifelines fitted in accordance with the regulation*

603  
7/10/37

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..	87'-6"	3'-10½"	5'-6" x 9"	7	23.84 ft <sup>2</sup>	14.5 ft <sup>2</sup>
Forward Well ... ..	63'-0"	3'-10½"	5'-6" x 9"	5	20.63 ft <sup>2</sup>	12.34 ft <sup>2</sup>

State position of each freeing port ... .. } After Well :— Aft. [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] 8'-0" V Ford.  
(F. and A. position and height above deck edge) } Forward Well :— Fwd. [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] [5'-6"] 4'-9" V Ford.

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :— Upper edges of ports flanged.  
Height above deck edge 9".

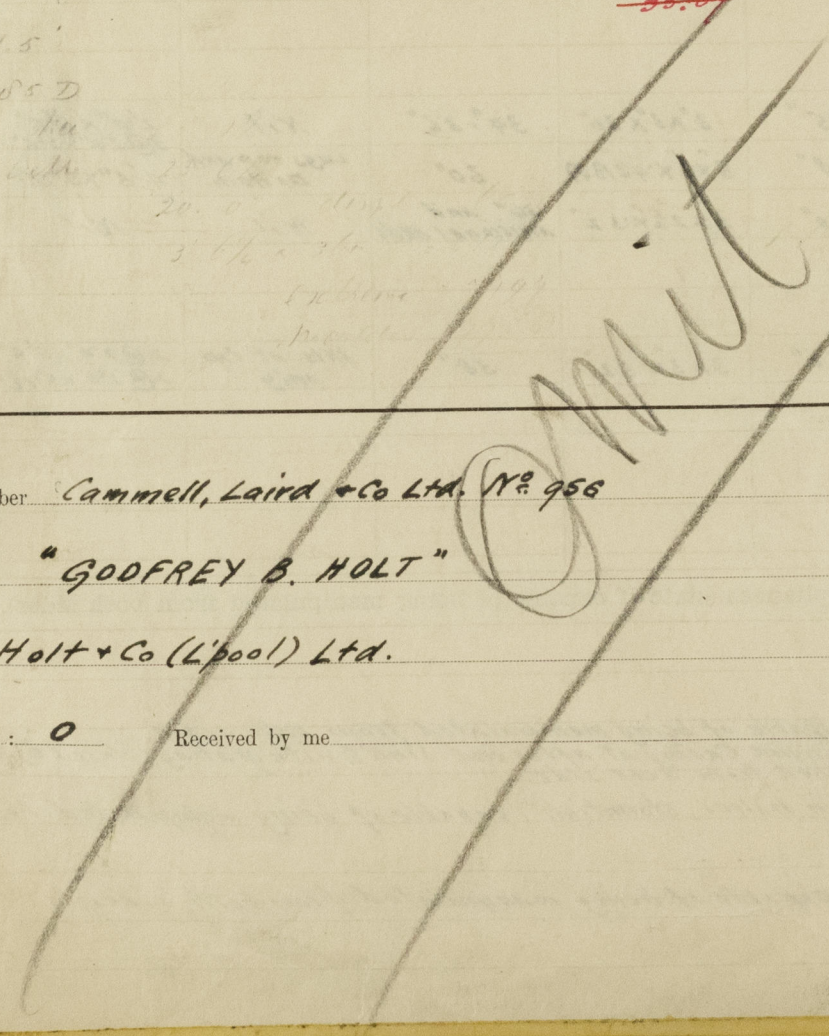
Additional area where sheer is less than standard.

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 ... ..	<i>Nil</i>							
Raised Quarter Deck Bulkhead ...	<i>Nil</i>							
Bridge, After Bulkhead ... ..	✓	<i>.25"</i>	<i>3"x3"x30"</i>	<i>34"-36"</i>	<i>Nil</i>	<i>2'0"x5'6"</i> <i>3@2'4"x2'6"</i>	<i>12"</i> <i>3'3"</i>	<i>7'9"</i>
Bridge, Forward Bulkhead ... ..	✓	<i>.46"</i>	<i>8"x3"x42BA</i>	<i>30"</i>	<i>Lugs top and bottom.</i>	<i>4'6"x5'6"</i>	<i>15"</i>	<i>7'9"</i>
Forecastle Bulkhead ... ..	✓	<i>.30"</i>	<i>3"x2½"x32"</i>	<i>34" and divisional brds.</i>	<i>Nil</i>	<i>Nil</i>	<i>Nil</i>	<i>7'9"</i>
Trunk, Aft ... ..	<i>Nil</i>							
Trunk, Forward ... ..	<i>Nil</i>							
Exposed Machinery Casings on Free-board on Raised Quarter Deck ...	✓	<i>.30"</i>	<i>3"x3"x32"</i>	<i>38"</i>	<i>3Kts at top only</i>	<i>2@2'0"x5'6"</i> <i>2@2'0"x5'1½"</i>	<i>12"</i>	<i>7'9"</i>
Exposed Machinery Casings on Superstructure Decks ... ..	<i>Nil</i>							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	<i>Nil</i>							
Deckhouses on Flush Deck Ships ...	<i>Nil</i>							

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	<i>Nil</i>
Raised Quarter Deck Bulkhead ...	<i>Nil</i>
Bridge, After Bulkhead <i>Open</i>	<i>{ Steel door capable of being manipulated from both sides. openings to Engine casing at after end 3 in N<sup>o</sup> 2 with gratings closed by hinged steel covers and clips worked from deck side.</i>
Bridge, Forward Bulkhead ... ..	<i>Steel doors in halves, stormtight, capable of being manipulated from both sides.</i>
Forecastle Bulkhead ... ..	<i>Nil</i>
Exposed Machinery Casings on Free- board or Raised Quarter Deck ...	<i>Steel doors capable of being manipulated from both sides.</i>
Exposed Machinery Casings on Super- structure Decks ... ..	<i>Nil</i>
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..	<i>Nil</i>
Deckhouses on Flush Deck Ships ...	<i>Nil</i>



Thomas. Staley



BRIDGE:

ALLOWED  $.75 \times 127.75 = 95.81$

FILE

$\frac{1}{10} L = 32.95.$

ALLOWED 32.04

~~houses~~  $4.5 \times 4.5$   
10.92

Extreme Draft.	Disp. in Tons.
20'-0"	6530
19'-0"	6175
18'-0"	5810
17'-0"	5450

Names of sister ships

"GODFREY B. HOLT"

Owners

J. Holt & Co (L'pool) Ltd.

Fee £ 11 : 18 : 0

Received by me