

B.T. CO.

Rpt. C.11.

20 APR 1936

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(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 56897

Computation of Freeboard for ^{MOTOR} Steamer, Sailing Ship, Tankerhaving *Poop and fore-castle*Port of Survey *Glasgow (Dundee)*

(Type of Superstructures.)

Date of Survey *while building.*Ship's Name
*"PLOVER"*Nationality and Port of Registry
*British
London.*Official Number
*164627*Gross Tonnage
*351.90
385*Date of Build
*1936*Name of Surveyor *J. Thomson.**Caledonia Yard No 356*Moulded Dimensions: Length *160.00'* Breadth *26.50'* Depth *11.02' as measured.*Moulded displacement at moulded draught = 85 per cent. of moulded depth *768* tonsCoefficient of fineness for use with Tables *.677* *.68 lowest in Rules.*Particulars of Classification *100A1.
Contingent.*

Depth for Freeboard (D)

Moulded depth *as measured* ... *11.02'*

Stringer plate *37"* ... *.02'*

Sheathing on exposed deck

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

Depth for Freeboard (D) = *11.02'*

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =
(11.02 - 10.67) x 1.230 = + .46

(b) Where D is less than Table depth (if allowed)
(Table depth - D) R = *.38*

If restricted by superstructures *✓*

Round of Beam correction

Moulded Breadth (B) *26.50'*

Standard Round of Beam = $\frac{B \times 12}{50} =$ *6.36'*

Ship's Round of Beam = *no camber.*

Difference *6.36'*

Restricted to

Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ *$\frac{6.36 \times 3172}{4} = +4.50$*

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>47.25</i>	<i>47.25</i>	<i>7'0" at side</i>		<i>47.25</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward					
F'cle enclosed ...	<i>62.00</i>	<i>62.00</i>	<i>7'0" at side</i>		<i>62.00</i>
" overhang ...					
Trunk aft ...					
" forward					
Total ...	<i>109.25</i>	<i>109.25</i>			<i>109.25</i>

Standard Height of Superstructure *6.00'*

" " R.Q.D. *✓*

Deduction for complete superstructure *22.00'*

Percentage covered $\frac{S}{L} =$ *68.28*

" " $\frac{S_1}{L} =$ *68.28*

" " $\frac{E}{L} =$ *68.28*

Percentage from Table, Line A. *60.08'*
(corrected for absence of fore-castle (if required))

Percentage from Table, Line B.
(corrected for absence of fore-castle (if required))

Deduction = *22.00 x 60.08 = -13.22*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>26.00</i>	1		<i>26.00</i>	<i>16.25</i>	<i>16.25</i>	1		<i>16.25</i>
$\frac{1}{4}$ L from A.P. ...	<i>11.57</i>	4		<i>46.28</i>	<i>3.50</i>	<i>3.50</i>	4		<i>14.00</i>
$\frac{3}{4}$ L " ...	<i>2.86</i>	2		<i>5.72</i>	<i>0</i>	<i>0</i>	2		<i>0</i>
Amidships ...	<i>0</i>	4		<i>0</i>	<i>0</i>	<i>0</i>	4		<i>0</i>
$\frac{3}{4}$ L from F.P. ...	<i>5.72</i>	2		<i>11.44</i>	<i>0</i>	<i>0</i>	2		<i>0</i>
$\frac{1}{4}$ L " ...	<i>23.14</i>	4		<i>92.56</i>	<i>0</i>	<i>0</i>	4		<i>0</i>
F.P. ...	<i>52.00</i>	1		<i>52.00</i>	<i>0</i>	<i>0</i>	1		<i>0</i>
Total ...				<i>234.00</i>					<i>30.25</i>

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 = *hit.*

" " aft of " = *hit.*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ *$\frac{203.75}{18} \left(.75 - \frac{34.44}{2 \times 160} \right) = +4.63$*

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.

Depth to Freeboard Deck = *11.02'*

Summer freeboard = *.44'*

Moulded draught (d) = *10.278*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *2.57 = 2\frac{1}{2}"*

Addition for Winter North Atlantic Freeboard (if required) = *2\frac{1}{2} + 2 = 4\frac{1}{2}"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *856*

Tons per inch immersion at summer load water line

 $T =$ *8.25*Deduction = $\frac{\Delta}{40T}$ inches*= 2.57 = 2\frac{1}{2}"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... *.46*

Deduction for superstructures ... *13.22*

Sheer correction ... *4.63*

Round of Beam correction ... *.50*

Correction for Thickness of Deck amidships ... *1*

Other corrections, scantlings, etc. ... *60*

Summer Freeboard = *9.278*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:-

Tropical Fresh Water Line above Centre of Disc ... *5"*

Fresh Water Line " " ... *2\frac{1}{2}"*

Tropical Line " " ... *2\frac{1}{2}"*

Winter Line below " " ... *2\frac{1}{2}"*

Winter North Atlantic Line " " ... *4\frac{1}{2}"*

Tropical Fresh Water Freeboard ... *0' - 4\frac{1}{2}"*

Fresh Water " " ... *0' - 6\frac{3}{4}"*

Tropical " " ... *0' - 6\frac{3}{4}"*

Winter " " ... *0' - 11\frac{3}{4}"*

Winter North Atlantic " " ... *1' - 1\frac{1}{4}"*

24 APR 1936

5m, 9.32.

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21 MAY 1936

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Lloyd's Register

Foundation

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS													
* On upper deck. * Forecastle deck.													
Description of Hatchway		No 1.		No 2		No 1.		Hatch to Coker bunker on top of Motor casing.		Hatch on poop to Paint Room.		Hatch on forecastle to Store.	
Dimensions of Hatchways <i>inside Coaming</i>		22'-7 1/2" x 12'-6"		33'-11 1/4" x 16'-0"		22'-1 1/2" x 12'-6"		4'-0" x 6'-0"		1'-1 1/2" x 1'-1 1/2"		2'-9" x 1'-1 1/2"	
COAMINGS	Height above Deck	9"		36"		32"		Coaming 9" x 3" x 40 BA. on top of Motor casing.		18 1/2" above wood deck.		33" above steel deck.	
	Thickness	9 3/4" x 40 BA.		41		41				40 thk.		36 thk.	
	Sides	41		30		41				3" bearing 2 5/8"		3" bearing 2 5/8"	
	Stiffeners	✓		✓		✓				2 1/8" white wood covers		2 1/8" white wood covers	
	Brackets, Stays	✓		✓		✓				8 Chats		8 Chats	
T. B. Roller Hatch Beams	Number	3		5		5		Two tarpaulins to each hatch.		8 Chats		8 Chats	
	Spacing	5'-7 7/8"		5'-7 7/8"		5'-7 7/8"				8 Chats		8 Chats	
	Scantling and Sketch	T.B. L's. 3 1/2" x 40 double.		T.B. L's 3 1/2" x 40 double.		T.B. L's 3" x 3" x 40 double.				8 Chats		8 Chats	
	Web plates	12" x 32"		15" x 34"		11" x 30"				8 Chats		8 Chats	
	Bearing Surface	3"		3 1/2"		3"				8 Chats		8 Chats	
FORE AND AFTERS	Number												
	Spacing												
	Unsupported Lengths												
	Scantling* and Sketch												
	Bearing Surface												
HATCH COVERS	Material	all white wood		all 2 1/8" finished size.		all 2 1/8" finished size.							
	Thickness	all 2 1/8"		all 2 1/8"		all 2 1/8"							
	How fitted	all fitted fore and aft.		all fitted fore and aft.		all fitted fore and aft.							
	Bearing Surface	all 2 1/8" - 3" bearing surfaces.		all 2 1/8" - 3" bearing surfaces.		all 2 1/8" - 3" bearing surfaces.							
	Spacing of Cleats	about 1'-9 3/4" apart		1'-10" apart		1'-11" apart.							
Number of Tarpaulins		Two tarpaulins fitted to each		Two tarpaulins fitted to each		Two tarpaulins fitted to each							
*Are wood fore and afters steel shod at all bearing surfaces?										none.			
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.			
Special lashing provided for No 2 Hatchway by 3 sets of Rocking bars 2" x 1/2" and welded by sliding bars. In addition 3 eye plates are bolted on each side of hatchways with 3 1/2" steel wire ropes and tightening screws.													

Particulars of fiddley, funnel and ventilator coamings;— Engine skylight strongly constructed of steel on top of motor casing fitted with hinged steel covers and circular fixed lights! Motor room vents on poop deck strongly constructed. ✓

Particulars of Flush Bunker Scuttles:— One 18" dia. flush scuttle on poop deck to Gallery bunkers Port side fitted with bayonet joint. Scuttle is permanently attached by chain to under side of poop deck. ✓

Particulars of Companionways:— Companion to Crew and Officers accommodation in Poop, Strongly constructed of Steel plates and angles, fitted with solid teak doors in halves. Port & Starboard $1\frac{3}{4}$ " thick, permanently attached and capable of being closed and secured from both sides, sills $18\frac{1}{2}$ " above wood deck.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—	
4 Cowls vents on poop deck to motor room. Coaming	30" x 12" x 3 1/4"
2 " " " to passage in Prop "	30" x 6" x 30"
15 Gorse-neck " " " to accommodation "	9" x (6 1/4) C.I.
2 Mushroom Screw down vent on poop to accommodation "	6" x 6" C.I.

Quintulator coverings constructed in accordance with Rules and closed by means of steel plugs and Canvas covers.
Gorsewick vents closed by means of steel plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :—					
1.	goose-neck air pipe	on poop	to aft peak tank coaming.	" 18" x 4"	
3	"	"	at poop deck level to lub? oil tanks	" 18" x 2"	
2	"	"	on upper deck to D.C. tank in motor rm.	" 36" x 3"	
2	"	"	" " " Oil fuel Tank	" 36" x 3"	
1	"	"	forecastle dk to fore peak tank.	" 18" x 4"	
2	"	"	" " " L.P.L. D.B. tank.	" 18" x 3"	

all air pipes clear of oil tanks closed by means
of wood plugs and canvas covers.
Oil fuel air pipes fitted with gauge.

Particulars of Gangway Cargo and Coaling Ports:—

horse. /

Particulars of Scuppers and Sanitary Discharge Pipes:— upper deck scuppers Collinson Type 2. P and S.

Poep and forecastle scuppers 2 1/2" dia discharging on to the upper deck.

Scuppers in poep from accommodation fitted with Soudon-Capoteupper deck and Brass non return valves on Ships Side. W.C's in poep have a non return valve incorporated in the w.c's and brass non return valves fitted on ships side below freeboard deck. Basin, bath and sink waste pipes from accommodation in poep fitted with stop cocks above upper deck, and brass non-return valves on ships side below upper deck. Sanitary Tank overflow and captain's wash basin waste fitted with brass non-return valves.

Particulars of Side Scuttles:— Sidescuttles to accommodation in poep are of brass strongly constructed 12" dia hinges, & fitted with hinges deadlights.

Particulars of Guard Rails:— Forecastle has a strongly constructed steel bulwark fitted from stem to frame 78" height 3'-6" above steel deck. Remainder open rails 3'-6" above steel deck fitted with two rods and top tube. Surchises about 5'-3" apart. Upper deck in way of well has a strongly constructed bulwark of steel plates, 3'-6" above steel deck efficiently supported with webs and stays. 3'-6"-5'-3" apart. Poep has a strongly constructed steel bulwark in way of Captain's house at fore end of poep. Remainder open rails 3'-6" above wood deck fitted with two rods and top tube with slanchings 4'-9" apart.

Particulars of Gangways, Lifelines, etc.:— Life lines provided.

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 ...	50'-9"	3'-6"	5'-3" x 9" 4'-9" x 9"	3 } 4 1/2 1 }	total area 15.37	11.58

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— freeing ports flanged on top edge. bottom edge 8" above steel deck.

Additional area where sheer is less than standard. ✓ freeing port area increased 3.56 each side

Particulars of Superstructures, Trunks, Casings, Deckhouses.

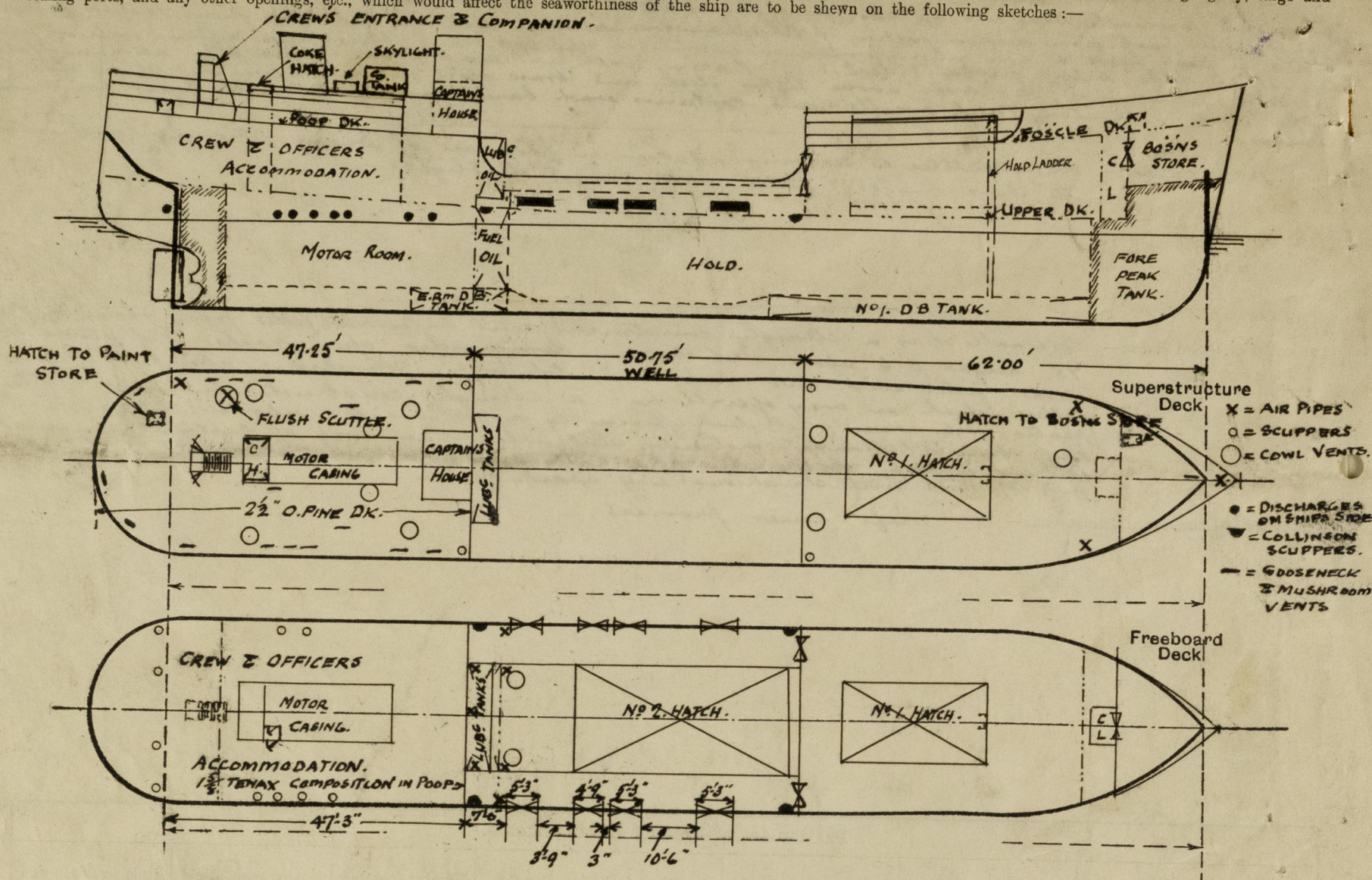
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poep Bulkhead ...	30	30	3 1/2 x 2 1/2 x 340A	30" at sides Rub. Oil Tanks Centre.	Rugs. T & B.	none	✓	4'-0" at sides
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...								
Forecastle Bulkhead ...	30	25	3 1/2 x 2 1/2 x 340A	2'-9 1/2"	✓	4'-1" x 3'-1" P. 15.	1'-11" above steel upper edge	4'-0" at sides
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ...	28	✓	3 x 2 1/2 x 280A	2'-10 1/2"	Bkt. Top.	none	✓	2'-6" at sides
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	30	26	3 x 2 1/2 x 300A	2'-7 1/2"	Bkt. Top	5'-3" x 2'-1"	15"	about 7'-3" at sides of casing
Deckhouses on Flush Deck Ships ...								

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

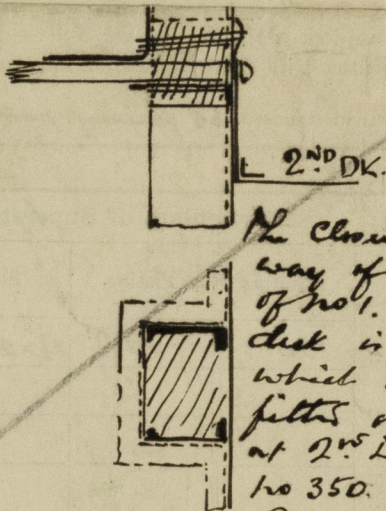
Poep Bulkhead ...	none. No openings
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	
Forecastle Bulkhead ...	3" white pine storm boards full height in permanent channels riveted to bhs.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks ...	none.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	solid teak door 1 3/4" stanch side permanently attached and capable of being secured and closed from both sides.
Deckhouses on Flush Deck Ships ...	

Plover

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 shown on the following sketches:—



Midship section and profile and deck plans enclosed for reference.
Request form 9. attached.



The closing arrangement in way of ladder at fore end of No. 1. hatch at the upper deck is similar to that which was approved and fitted on the S/S 'PHILOMEL' at 2nd DK. Calson's yard No 350. belonging to the

External draft.		External D
C 10' 9"	=	896
C 10' 3"	=	846
C 9' 3"	=	747

T.P.I.	General Steam Nav Co Ltd.
8.32	
8.24	
8.05.	

Builder's name and yard number The Calson S. B. & Co. Ltd. Yard No 356.

Names of sister ships M/V. "MALLARD" (Calson No. 355.)

Owners General Steam Navigation Co Ltd.

Fee £ 6 0 0 Received by me [Signature]



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