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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

 having *One deck (steel) and Shelter Deck (steel, wood sheathed)*
with Forecastle.

(Type of Superstructures.)

Port of Survey *Sydney N.S.W.*Date of Survey *26/9/30*Name of Surveyor *E. L. Cartwright*Particulars of Classification *+100 A1*
Shelter Deck with freeboard
S.S. Syd. No 3-5.30
S.S. Syd. No 1-34
Ship's Name *S.S. "RONA"*
 Nationality and Port of
 Registry
British
Sydney N.S.W.
Official Number *136451*Gross Tonnage *6205*Date of Build *1918-3*Moulded Dimensions: Length *399.4'* Breadth *53.75'* Depth *35'*Moulded displacement at moulded draught = 85 per cent. of moulded depth *14605* tonsCoefficient of fineness for use with Tables *.80*

Depth for Freeboard (D)

 Moulded depth ... *35'*
 Stringer plate ... *.05'*
 Sheathing on exposed deck *3"*
 $T \left(\frac{L-S}{L} \right) = .25 \times .8999 = .22$
Depth for Freeboard (D) = *35.257'*

Depth correction

 (a) Where D is greater than Table depth
 (D-Table depth) R = $(35.27 - 26.65) 3.00 = +25.86'$
 (b) Where D is less than Table depth (if allowed)
 (Table depth-D) R = \checkmark
If restricted by superstructures \checkmark

Round of Beam correction

 Moulded Breadth (B) *53.75*
 Standard Round of Beam = $\frac{B \times 12}{50} = 12.90'$
 Ship's Round of Beam = *12'*
 Difference *Deficient .90'*
 Restricted to
 Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.90}{4} \times .9002 = +.20'$

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|--------------|-------------------|----------------------|
| Poop enclosed ... | | | | | |
| " overhang ... | | | | | |
| R.Q.D. enclosed ... | | | | | |
| " overhang ... | | | | | |
| Bridge enclosed ... | | | | | |
| " overhang aft ... | | | | | |
| " overhang forward ... | | | | | |
| W'cle enclosed ... | <i>36.02</i> | <i>36.02</i> | <i>4'-6"</i> | \checkmark | <i>36.02</i> |
| " overhang ... | <i>3.98</i> | <i>3.86</i> | | | <i>3.86</i> |
| Trunk aft ... | | | | | |
| " forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| " forward ... | | | | | |
| Total ... | <i>40.00</i> | <i>39.88</i> | | | <i>39.88</i> |

Standard Height of Superstructure *7.497'*" " R.Q.D. \checkmark Deduction for complete superstructure *41.98'*Percentage covered $\frac{S}{L} = 10.01\%$ " " $\frac{S_1}{L} = 9.98\%$ " " $\frac{E}{L} = 9.98\%$ Percentage from Table, Line A. *4.99%*
(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 = $41.98 \times .0499 = -2.09'$

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|-------------------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|---------------|
| A.P. ... | <i>49.97</i> | 1 | | <i>49.97</i> | <i>36"</i> | <i>36.00</i> | 1 | | <i>36.00</i> |
| $\frac{1}{2}$ L from A.P. ... | <i>22.24</i> | 4 | | <i>88.96</i> | <i>16"</i> | <i>16.00</i> | 4 | | <i>64.00</i> |
| $\frac{2}{3}$ L " ... | <i>5.495</i> | 2 | | <i>10.99</i> | <i>4"</i> | <i>4.00</i> | 2 | | <i>8.00</i> |
| Amidships ... | \checkmark | 4 | | \checkmark | <i>0</i> | \checkmark | 4 | | \checkmark |
| $\frac{2}{3}$ L from F.P. ... | <i>10.99</i> | 2 | | <i>21.98</i> | <i>10.5"</i> | <i>10.50</i> | 2 | | <i>21.00</i> |
| $\frac{1}{2}$ L " ... | <i>44.48</i> | 4 | | <i>177.92</i> | <i>42"</i> | <i>42.00</i> | 4 | | <i>168.00</i> |
| F.P. ... | <i>99.94</i> | 1 | | <i>99.94</i> | <i>102"</i> | <i>102.00</i> | 1 | | <i>102.00</i> |
| Total ... | <i>449.13</i> | | | <i>449.76</i> | | | | | <i>399.00</i> |

Mean actual sheer aft = *Deficient*
Mean standard sheer aftMean actual sheer forward = *Deficient*
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = } *Deficient*
" " aft of " = } *Sheer*

| Station | Standard | Actual |
|-----------------|---------------|---------------|
| $\frac{1}{2}$ L | <i>10.99</i> | <i>10.50</i> |
| $\frac{2}{3}$ L | <i>44.48</i> | <i>42.00</i> |
| F.P. | <i>99.94</i> | <i>102.00</i> |
| Total | <i>266.35</i> | <i>259.50</i> |

= 97.43%
*Stand.*Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{50.76}{18} \left(\frac{.75 - .05}{.70} \right) = +1.97'$ If limited on account of midship superstructure. \checkmark If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. \checkmark

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = *Ft.*
 Summer freeboard = *Ft.*
 Moulded draught (d) = *Ft.*

Deduction for Tropical freeboard and addition for

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

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 =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 Depth Correction ... *25.86'*
 Deduction for superstructures ... *-2.09'*
 Sheer correction ... *1.97'*
 Round of Beam correction ... *.20'*
 Correction for Thickness of Deck amidships ... *.36'*
 Other corrections, scantlings, etc. ... *-*

 Summer Freeboard = *104.02'*
 Summer Freeboard = *104.02'*

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

| | |
|--|----------------|
| Tropical Fresh Water Line above Centre of Disc ... | <i>13 1/4"</i> |
| Fresh Water Line " " ... | <i>7 1/2"</i> |
| Tropical Line " " ... | <i>6"</i> |
| Winter Line below " " ... | <i>6"</i> |
| Winter North Atlantic Line " " ... | \checkmark |

| | |
|------------------------------------|------------------|
| Tropical Fresh Water Freeboard ... | <i>8' 7 1/4"</i> |
| Fresh Water " " ... | <i>8' 0"</i> |
| Tropical " " ... | <i>8' 1 1/4"</i> |
| Winter " " ... | <i>9' 1 1/4"</i> |
| Winter North Atlantic " " ... | \checkmark |

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | |
|---|----------------------|---|---|---|---|---|--|--|--|
| Description of Hatchway | | N ^o 1 | N ^o 2 | N ^o 3 | N ^o 4 | N ^o 5 | | | |
| Dimensions of Hatchway | | 29' 3" x 14' 0" F | 26' 0" x 24' 0" | 30' 0" x 24' 0" | 33' 0" x 26' 0" | 15' 0" x 24' 0" | | | |
| COAMINGS | Height above Deck | 30" | 30" | 30" | 30" | 30" | | | |
| | Thickness | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | | | |
| | Sides | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | | | |
| | Ends | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | 4 1/4" | | | |
| HATCH BEAMS | Stiffeners | 7 x 3 x 5/8 A | 7 x 3 x 5/8 A | 7 x 3 x 5/8 A | 7 x 3 x 5/8 A | 7 x 3 x 5/8 A | | | |
| | Brackets, Stays | NONE | NONE | NONE | NONE | NONE | | | |
| | Number | 5 | 6 | 5 | 5 | 2 | | | |
| | Spacing | 59" | 62" | 60" | 66" | 60" | | | |
| FORE AND AFTERS | Scantling and Sketch | PLATE 1- 20' x 10 1/2" X 3/8" ANGLES 1- 4 1/2 x 3 x 4 1/2 | PLATE 1- 22' x 12 1/2" X 3/8" ANGLES 1- 4 1/2 x 3 x 4 1/2 | PLATE 1- 22' x 12 1/2" X 3/8" ANGLES 1- 4 1/2 x 3 x 4 1/2 | PLATE 1- 23' x 13 1/2" X 3/8" ANGLES 1- 4 1/2 x 3 x 4 1/2 | PLATE 1- 22' x 12 1/2" X 3/8" ANGLES 1- 4 1/2 x 3 x 4 1/2 | | | |
| | Bearing Surface | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | | | |
| | Material | OREGON PINE | OREGON PINE | OREGON PINE | OREGON PINE | OREGON PINE | | | |
| | Thickness | 3" | 3" | 3" | 3" | 3" | | | |
| HATCH COVERS | How fitted | FORE & AFT | FORE & AFT | FORE & AFT | FORE & AFT | FORE & AFT | | | |
| | Bearing Surface | 3" | 3" | 3" | 3" | 3" | | | |
| | Spacing of Cleats | 18" | 21" to 22" | 21" to 24" | 21" to 22" | 20" to 22" | | | |
| | Number of Tarpaulins | 3 | 3 | 3 | 3 | 3 | | | |
| <p>*Are wood fore and afters steel shod at all bearing surfaces? NONE</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. RING BOLTS AND LASHINGS.</p> | | | | | | | | | |

Particulars of fiddle, funnel and ventilator coamings:-

Fiddle gratings fitted with hinged steel covers, secured by cleat fastenings.
 Funnel fitted with air casing full height of funnel.
 Ventilators of strong construction passing through casing. Cowls operated from inside of casing.
 Engine room skylights of steel, with hinged steel covers.

Particulars of Flush Bunker Scuttles:-

NONE

Particulars of Companionways:-

Companionways to refrigerated stores, and firman's quarters enclosed in after deck house.
 Companionway to Molasses pump room at forward end, port side, of machinery casing with framed opening 24" x 60", sill 21" and 38" pressed steel door, with rubber joint, and secured by cleat fastenings, operated from both sides.
 Companionway to lower decks in Forecastle bulkhead with framed opening 24" x 60", sill 21" and 38" pressed steel door with rubber joint, secured by cleat fastenings operated from both sides.

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

On Forecastle Deck:- One, 16" diam, 39" casing, 1/2" 10" diam, 30" casing, One, 6" diam, 18" casing, One, 4" diam, 18" casing.
 One, 2 1/2" diam, 3 1/2" casing, height to opening 5". One, 5" diam, cast iron downrucks, 9 1/2" to opening.
 On Foreboard Deck, forward of bridge:- One, 24" diam, 38" casing (trunked through to main deck & used as escape from No 1 & 2 holds).
 On Foreboard Deck, aft of bridge:- One, 21" diam, 28" casing, One, 24" diam, 32" casing (trunked through to main deck & used as escape from No 3 & 4 holds). One, 15" diam, 30" casing, One, 10" diam, 36" casing, One, 5" diam, 4" casing.
 Secured to deck house aft. 12 cast iron downrucks 8 1/2" x 5 1/2" height to opening 5".
 Provided with wood plugs and canvas covers.

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

On Forecastle Deck:- One, 3" diam, 11 1/2" to opening.
 On Foreboard Deck:- Forward of bridge:- One, 3 1/2" diam, height to opening 14". One, 3 1/2" diam, 34" to opening. One, 2 1/2" diam, and One, 2 1/2" diam, height to opening 36" and 42" respectively protected by duck tables. One, 3" diam, 1 1/2" to opening on forebridge bulkhead.
 Aft of bridge:- One, 3 1/2" diam, 3 1/2" casing, height to opening 36" & 21" respectively. One, 2 1/2" diam, 36" to opening. One, 2 1/2" diam, 36" to opening. One, 3 1/2" diam, 34" to opening. One, 3" diam, 40" to opening. One, 2 1/2" diam, 42" to opening. One, 3 1/2" diam, 40" to opening. One, 3 1/2" diam, 40" to opening. All protected by duck tables. Wood plugs supplied for temporary closing appliances.

Particulars of Gangway Cargo and Coaling Ports:-

NONE

Particulars of Scuppers and Sanitary Discharge Pipes -

Sanitary discharges, each fitted with one bronze automatic storm valve.
 No scuppers or sanitary discharges from spaces below the freeboard deck.

Particulars of Side Scuttles:-

In Forecastle:- Two, 10" diam, on port side, and Two, 10" diam, on starboard side, each fitted with hinged deadlight.
 In Accommodation & Storerooms aft under freeboard deck:- Nine, 10" diam, on port side, and Nine, 10" diam, on starboard side, each fitted with hinged deadlight. All other original sidelights below the freeboard deck permanently closed with deadlights secured down.
 Lowest sill of sidelights aft, 29" below the freeboard deck.

Particulars of Guard Rails:-

Forecastle Deck:- Three bar open rails, 42" in height.
 Freeboard Deck:- Four bar open rails, 45" in height from forecastle to stern.

Particulars of Gangways, Lifelines, etc.:-

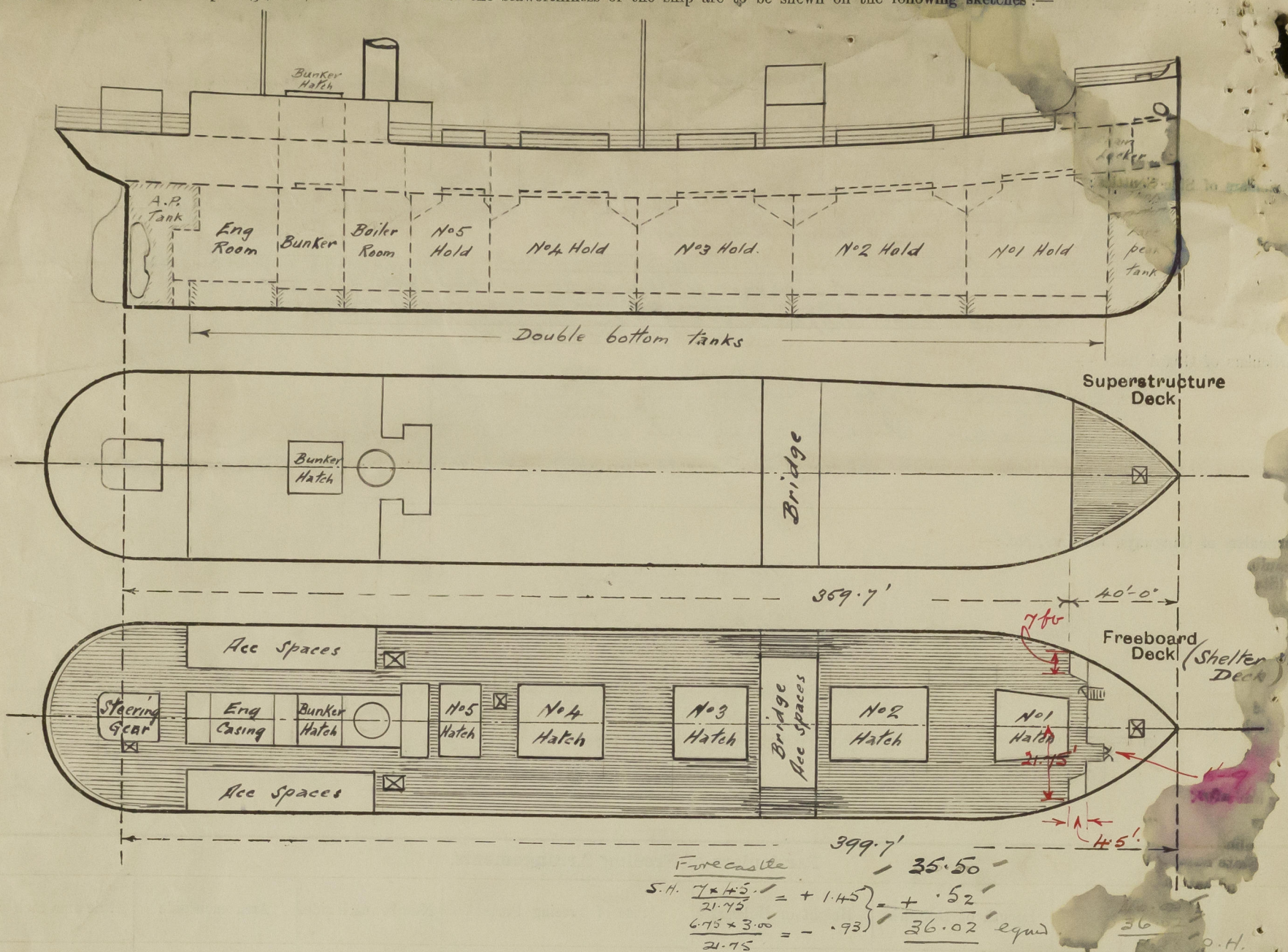
No gangways.
 Efficient temporary lifelines erected when required.

| 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 | | | | | | |
| State position of each freeing port { After Well :— NONE. (F. and A. position and height above deck edge) { Forward Well :— NONE. State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :— NONE. 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 | 25" | 25" | 3 x 3 x 31" | 30" and 35" | NONE | 52" x 54" AND 24" x 60" | 15" AND 21" | 7'-6" |
| Trunk, Aft | - | - | - | - | - | - | - | - |
| Trunk, Forward | - | - | - | - | - | - | - | - |
| Exposed Machinery Casings on Freeboard or Raised Quarter Decks | 34" | 34" | 4 1/2 x 3 x 41" | 36" | CONTINUOUS | 22" x 58" AND 24" x 60" | 16" AND 14" | 7'-8" |
| Exposed Machinery Casings on Superstructure Decks | - | - | - | - | - | - | - | - |
| Machinery Casings within Superstructures 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). | | | | | | | | |
| Poop Bulkhead | - | - | - | - | - | - | - | - |
| Raised Quarter Deck Bulkhead | - | - | - | - | - | - | - | - |
| Bridge, After Bulkhead | - | - | - | - | - | - | - | - |
| 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 | - | - | - | - | - | - | - | - |
| Deckhouses on Flush Deck Ships | - | - | - | - | - | - | - | - |

1 3/4" teakwood doors, operated from both sides, & one 3/4" steel door operated from both sides.
 Opening to companionway leading to lower decks.
 1 3/4" hinged wood doors to engine room, operated from both sides, and 31" steel door to stowage hold operated from both sides.

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:—



Cargo vessel usually trading between Australian Ports, Fiji, and New Zealand. Vessel fitted with cantilever framed topside tanks for the carriage of Molasses. Surveyed afloat without including any portion of a Special Survey.

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

Hatches on Freeboard Deck:- Escape hatchway to No. 4 Hold, 35'x46" opening, 27½" coaming, 2½" wood covers, 2" rests, with cleats, battens, and three tarpaulins.

Bunker hatches at forward end of machinery casing, one each side, 6'-0" x 3'-10" opening, 27" coamings, 2½" wood covers, 2½" rests, with cleats, battens, and two tarpaulins.

Hatchway to Storerooms, after starboard side of steering engine house, 36'x36" opening, 28" coaming, 2½" wood covers, 3" rests, with cleats, battens, and two tarpaulins.

Hatchway to Chain locker & Stores, 30'x30" opening 9'x3'x5" B.A. coaming, 2½" wood covers, 3" rests, with cleats, battens & 2 tarpaulins.

On Fore-castle Deck:- Hatchway to chain locker & boatsteward's store, 30'x30" opening, 22" coaming, 2½" wood covers, 3¼" rests, with cleats, battens & 2 tarpaulins.

On top of Machinery Casing:- Midline bunker hatch, 18'-0" x 15'-0" opening, 9'x3'x5" built single coaming, 2½" wood covers, 3¼" rests, with cleats, battens, and two tarpaulins. ^{3" thick} hatch beam fitted 9'x4'x5" and 3'x3'x4" angles. Wood covers fitted to match.

Wood sheathing on freeboard deck, and fore-castle deck, 3" thick.

Builder's name and yard number Lie R. Dixon & Co. Ltd. Middlesbrough N^o 609

Names of sister ships NONE

Owners Colonial Sugar Refining Co. Ltd.

Fee £ 17 : 0 : 0 Received by me



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