

Rpt. C.11.

Index. No. **31102**
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Mch No. 7705.

 Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
 having **SHELTER DECK WITH TONNAGE OPENING AFT.**
Port of Survey **MANCHESTER**Date of Survey **6TH DECEMBER 1932**Name of Surveyor **A. S. Gibbs**
 Particulars of Classification **+ 100 A1**
S.S. Mch. No. 1-29. WITH FREEBOARD

 Ship's Name **Alfred Ducker** (Type of Superstructures.)
 Nationality and Port of Registry **BRITISH MANCHESTER**
 Official Number **144403** Gross Tonnage **1014** Date of Build **1924.8.**
 Moulded Dimensions: Length **230.00'** Breadth **34.83'** Depth **14'0"**
 Moulded displacement at moulded draught = 85 per cent. of moulded depth **2223** tons
 Coefficient of fineness for use with Tables **.672** *Lowest in Tables .68*

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	17.00	(a) Where D is greater than Table depth (D - Table depth) R = $(17.03 - 5.33) 1.769 = + 3.01$		Moulded Breadth (B)	34.83
Stringer plate	.03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50} =$	8.36
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$				Ship's Round of Beam =	8.2
Depth for Freeboard (D) =	17.03	If restricted by superstructures		Difference	.14 <i>excess</i>
				Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$	$\frac{.14}{4} \times .0091 = \text{Nil}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	23.02'	23.02	4'0"		23.02	Standard Height of Superstructure 6.0
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure 29.0
" overhang ...						Percentage covered $\frac{S}{L} = 100.00\%$
Bridge enclosed ...						" " $\frac{S_1}{L} = 99.09\%$
" overhang aft ...						" " $\frac{E}{L} = 99.09\%$
" overhang forward ...	202.81'	202.81	4'0"		202.81	Percentage from Table, Line A. 98.88
Forecastle enclosed ...						(corrected for absence of forecastle (if required))
" overhang ...						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
Trunk aft ...						Interpolation for bridge less than .2L (if required) C.S.S.
" forward ...						Deduction = $29.0 \times .9888 = - 28.67$
Tonnage opening aft ...	4.14'	2.08			2.08	
" forward ...						
Total ...	230.00	227.91			227.91	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	33.00	1	33.00	30"	30.0	30.0	1	30.00	42.00	Mean actual sheer aft = <i>Excess</i>
$\frac{1}{2}$ L from A.P. ...	14.68	4	58.72	13"	13.04	13.04	4	52.16	74.76	Mean actual sheer forward = <i>Excess</i>
$\frac{3}{8}$ L " ...	3.63	2	7.26	3"	3.26	3.26	2	6.52	9.24	Length of enclosed superstructure forward of amidships =
Amidships ...		4		0			4			" " aft of " =
$\frac{3}{8}$ L from F.P. ...	7.26	2	14.52	4"	7.11	7.11	2	14.22	17.16	
$\frac{1}{2}$ L " ...	29.37	4	117.48	28"	28.44	28.44	4	113.76	138.84	
F.P. ...	66.00	1	66.00	66"	66.00	66.00	1	66.00	78.00	
Total ...			296.98		296.98	296.98		360.00		
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$										
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 = 17.03

Summer freeboard = 17

Moulded draught (d) = 16.86

 Deduction for Tropical freeboard and addition for
 Winter freeboard = $\frac{d}{4}$ inches = 4.21 4/4

 Addition for Winter North Atlantic Freeboard (if
 required) = 2

 Deduction for Fresh Water.
 Displacement in salt water at summer load water line
 $\Delta =$ not available

Tons per inch immersion at summer load water line

T = 15.3 tons

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

4/4

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient *Lowest in Tables .68*

	+	-
Depth Correction	3.01	
Deduction for superstructures		28.67
Sheer correction		.88
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		
	3.01	29.55
Summer Freeboard =		1.96

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

Tropical Fresh Water Line above Centre of Disc ... 4 1/2

Fresh Water Line " " ... 4 1/2

Tropical Line " " ... Nil

Winter Line " below " ... 4 1/4

Winter North Atlantic Line " " ... 6 1/4

Tropical Fresh Water Freeboard ... MINUS 0.2 1/2

Fresh Water " " ... MINUS 0.2 1/2

Tropical " LIMITED ... 0.2

Winter " ... 0.6 1/4

Winter North Atlantic " ... 0.5 1/4

MARKING FORM

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RECEIVED 14 JAN 1933

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Sentro

Hatch to Roop Space:
3'-4" x 3'-3". Steel Bulkheads on 3 Sides.
18" x 30 coaming on after end 2 1/2" W.P.
covers - 2 B.S. - 8 Cleats. - 2 Garpauntins

Stokehold gratings covered by Strong Hinged Steel covers
Funnel and Sidley Ventilators are in Efficient condition
Engine Room Skylight of Steel strongly constructed.

NONE.

NINE

Particulars of Ventilators in exposed positions of <u>Structure</u> superstructure deck.			
1	Ventilator to Squair	6 dia. x 36" x 33"	coming
1	"	"	"
3	"	Holds 15" x 36" x 35"	"
3	"	Holds 15" x 30" x 35"	"
1	"	Tunnel 6" x 30" x 33"	"
1	"	Door Space 6" x 30" x 33"	"

All ventilators are strongly constructed and are closed by galvanneal iron and canvas covers.

Particulars of Air Pipes in exposed positions on <u>Horizontal</u> <u>Vertical</u> <u>Slanted</u> <u>Superficial</u> <u>Acute</u> <u>Obtuse</u>			
1	average to	No. 1 W. B. Tank	2" dia. x 33' 6" length
2	"	No. 2	2" " x 35' "
2	"	6. Room	2" " x 30' "
2	"	No. 4	2" " x 34 1/2' "
1	"	After Peak	2" " x 9' " "

} wood plugs as
No means of closing provided

NONE

Scupper drawing ~~Tuboard Deck~~ ^{hormagontes closed by retract plates} ~~well~~ ~~at~~ ~~overboard~~ ~~immediately~~ ~~below~~ ~~Tuboard Deck~~ ~~and~~ ~~filled~~
with ~~Storm Valves~~ ~~at~~ ~~Ship's~~ ~~Sides~~
Scupper drawing ~~Tuboard Deck~~ ~~well~~ ~~at~~ ~~overboard~~ ~~immediately~~ ~~below~~ ~~Tuboard Deck~~ ~~and~~ ~~filled~~
with ~~Storm Valves~~ ~~at~~ ~~Ship's~~ ~~Sides~~ ~~and~~ ~~closed~~ ~~at~~ ~~funnel~~ ~~end~~ ~~by~~ ~~plate~~ ~~secured~~ ~~by~~ ~~dogs~~
~~Scupper~~ ~~each~~ ~~side~~ ~~of~~ ~~funnel~~ ~~well~~ ~~replaced~~ ~~by~~ ~~screw~~ ~~down~~ ~~non~~ ~~return~~ ~~valves~~ ~~5"~~ ~~diam~~
~~operated~~ ~~from~~ ~~shellie~~ ~~deck~~

All accommodation situated on Superstinture Beck.

Strong Steel Bulwarks fitted round Superstructure Deck 3'6" High and supported by 6" x 3" angle Stays about 6'0" apart.

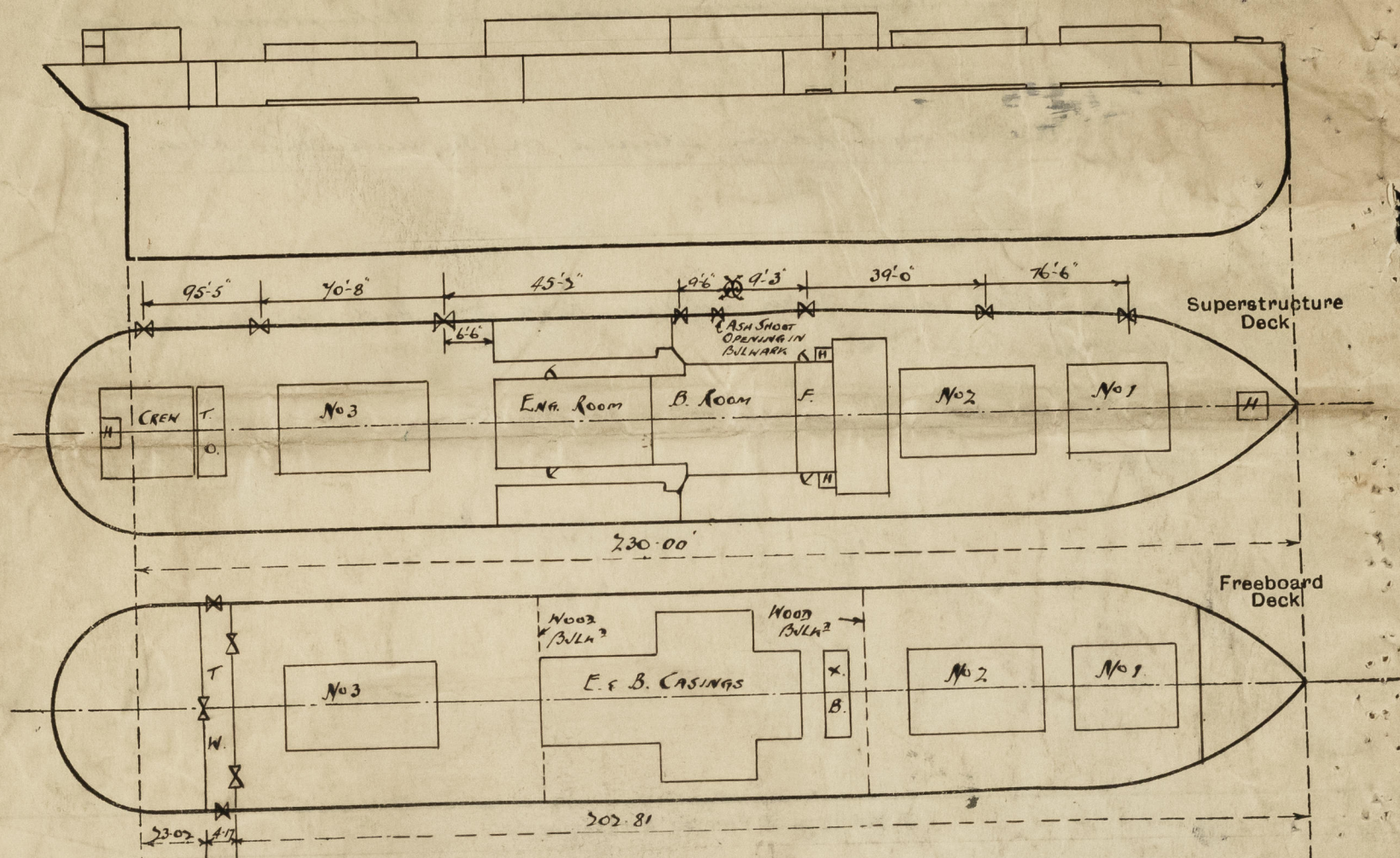
NONE

State position of each freeing port { After Wall :— Superstructure Deck :— Top portion suspended on lugs &
(P. and A. position and height above deck edge) } Forward Wall :— 4' above dk.
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :— Hinged Steel Doors - 1 centre rail
Innage Well :— Hinged Steel Doors - 5'0" x 16'-15"
Additional area where sheer is less than standard. aboard deck secured on inside by dops

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Prop Bulkhead	2 1/2' Sliding Boards full height in riveted channels. ✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	2 1/2' Sliding Boards full height in riveted channels. ✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Super-structure Decks	Strong Hinged Steel Doors operated from both Sides - Engine Room & Pilot. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	No Openings ✓
Deckhouses on Flush Deck Ships ...	✓

Sentry

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:—

VESSEL SURVEYED AFLOAT FOR CONVENTION FREEBOARD PURPOSES ONLY.

NOTHING HAS SO FAR BEEN DONE TOWARDS THE SPECIAL SURVEY NO 2 DUE AUGUST 1932.

18.13 = 2888
14.17 } 654
3.56 } 2234
x 12 x 14.3 = 11 mill
2223

85% D.M. = 14.45
.12
14.57

Builder's name and yard number

Tyne I. S. B. Co. Ltd. NEWCASTLE

Names of sister ships

OWNERS

Fisher & Renwick Manchester-London Steamers Ltd.

Fee £

8 : 10 : 0

Received by me



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