

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Index. No. 25069
(For London Office only.)

18/7/32 & 20/11/33

of Freeboard for Steamer, Sailing Ship, Tanker
deck with forecastle on shellin deck
(Type of Superstructures.)

Port of Survey Newcastle-on-Tyne

Date of Survey 28th & 29th June 1932
+ 30th

Name of Surveyor J. G. Craig

Nationality and Port of Registry British Liverpool

Official Number 145892

Gross Tonnage 5850

Date of Build 1921-3

Moulded Dimensions: Length 379.25 Breadth 51.92 Depth 36.75

Moulded displacement at moulded draught = 85 per cent. of moulded depth 13690 tons

Coefficient of fineness for use with Tables 7.79

Particulars of Classification S.S. Bkn. No. 2-29
+ 100 B. 1. shellin deck with freeboard.

Depth for Freeboard (D) 36.75

Depth correction (a) Where D is greater than Table depth (D-Table depth) R = (36.80 - 25.28) 2.917 = 11.52 x 2.917 = +33.61

(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) 51.92

Standard Round of Beam = $\frac{B \times 12}{50} = 12.46$

Ship's Round of Beam = 13

Difference Excess = .54

Restricted to

Correction = $\frac{\text{Diff}^e}{4} \times (1 - \frac{S_1}{L}) = \frac{.54}{4} (1 - .1018) = -.12$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
38.2	38.20	7.9"		38.20
.8	.40			.40
39.00	38.60			38.60

Standard Height of Superstructure 7.292

R.Q.D.

Deduction for complete superstructure 40.62

Percentage covered $\frac{S}{L} = 10.28\%$

$\frac{S_1}{L} = 10.18\%$

$\frac{E}{L} = 10.18\%$

Percentage from Table, Line A. 5.09%

(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 = 40.62 x .0509 = -2.07

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	47.92	1		47.92	44.5	44.50	1		44.50
$\frac{1}{4}$ L from A.P.	21.32	4		85.28	18.96	18.96	4		75.84
$\frac{3}{4}$ L	5.27	2		10.54	4.73	4.73	2		9.46
Amidships		4					4		
$\frac{3}{4}$ L from F.P.	10.54	2		21.08	10.15	10.15	2		20.30
$\frac{1}{4}$ L	42.65	4		170.60	40.70	40.70	4		162.80
F.P.	95.85	1		95.85	89.50	89.50	1		89.50
Total				431.27					402.40

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 =

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{28.87}{18} (.75 - .0514) = +1.12$

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 = 36.80

Summer freeboard = 10.44

Moulded draught (d) = 26.36

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 11740$

Tons per inch immersion at summer load water line

T = 40.7

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

= 7.2 x 3.74

Particulars from Deadweight Scale

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{779 + .68}{1.36} = \frac{1.459}{1.36}$

Depth Correction ... 33.61

Deduction for superstructures ... 2.07

Sheer correction ... 1.12

Round of Beam correction12

Correction for Thickness of Deck amidships ... 22.80

Other corrections, scantlings, etc. ... 57.83

Summer Freeboard = 124.75

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

al Fresh Water Line above Centre of Disc ... 13 1/4

Water Line " " ... 7 1/4

al Line " " ... 6 1/2

r Line below " " ... 6 1/2

North Atlantic Line " " ...

Tropical Fresh Water Freeboard ... 10' - 5 1/4"

Fresh Water " " ... 9' - 3 1/4"

Tropical " " ... 9' - 10 1/4"

Winter " " ... 10' - 11 1/4"

Winter North Atlantic " " ...

RECEIVED 15 APR 1937

RECEIVED 20 NOV 1933

RECEIVED 15 JUL 1932

City of Durham

Particulars of siddle, funnel and ventilator coamings:—
 Engine skylight of steel strongly constructed
 Funnel + vents in top of casing good.
 Fiddle openings closed with steel hinged flaps — ~~a few require repair~~

None

To Cens Accommodation apt (Elevatorio)
5'-0" x 3'-6" x 2'-6" x .25 plating. handwrt.
hinged wood door 15 1/2" solid. 3'-9" x 2'-0"
12" sill. operated both sides.

Entrance to crew accommodation
if in strong dichroism with
2 stairways leading to 'liveries' also
2 steel hinged doors 5'0" x 3'0"
operated from both sides
1 handle missing.
still 13 1/2"

Freecastle deck
 1 Vent 7" dia x 27" Coaming x .30 to Fire Peak
 2 " 20" " x 32" " x .36 to Hold
Freecastle deck:
 4 Vents 21" dia, 9'-6" Coaming x .80 to Hold + Super
 6 " 24" " 36" " x .36 "
 2 " 22" " 36" " x .50 "

Fore castle dh.
1 air pipe C-3 to Fore Peak 3" dia x 16" to lip.

Freightboard dh
 30 an join C-3 to double bottom 6" dia x 8, 10" 11" to lip + 12" to 15" to underwing bend
 4 1/2 " " " " 2" x 8" to lip and 10" " " "
 1 " " " " 2 1/2" x 8" to lip and 13" " " "
 2 " " " " 2 1/2" x 10" " 13" " " "
 3 " " " " 3" x 7" to lip and 12" " " "
 4 " " " " 3" x 9" " 10" " " "

Wagon of Gangway Cargo and Conting Ports: " " " " 10" " " "

Particulars of Gangway Cargo and Coaling Ports:

GANGWAY, CARGO, + COALING PORTS

None.

1 lavatory ditch + 4 scupper discharges led 'unboarded' below freeboard deck slatted side with M.C. 3 storm valves at ship's side
3 scupper discharges led unboarded below freeboard deck port with M.C. 3 storm valves at ship's side
1 scupper discharges led unboarded below freeboard deck port with plain pipe at ship's side but with plate cover at inner end.

Forecastle:— sidelights with strong hinges deadlights (2 deadlights missing)
 Tween the aft:— sidelights with strong hinges deadlights

Particulars of Guard Rails:—

Forecastle dl.:-	2 tier rails	39" high	standards	about 4' 3" apart
Mainboard dl.:-	3 tier rails	42" "	"	4' 6" "

None

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Well						
rd Well						

open rails

State position of each freeing port } After Well :—
 (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 :—

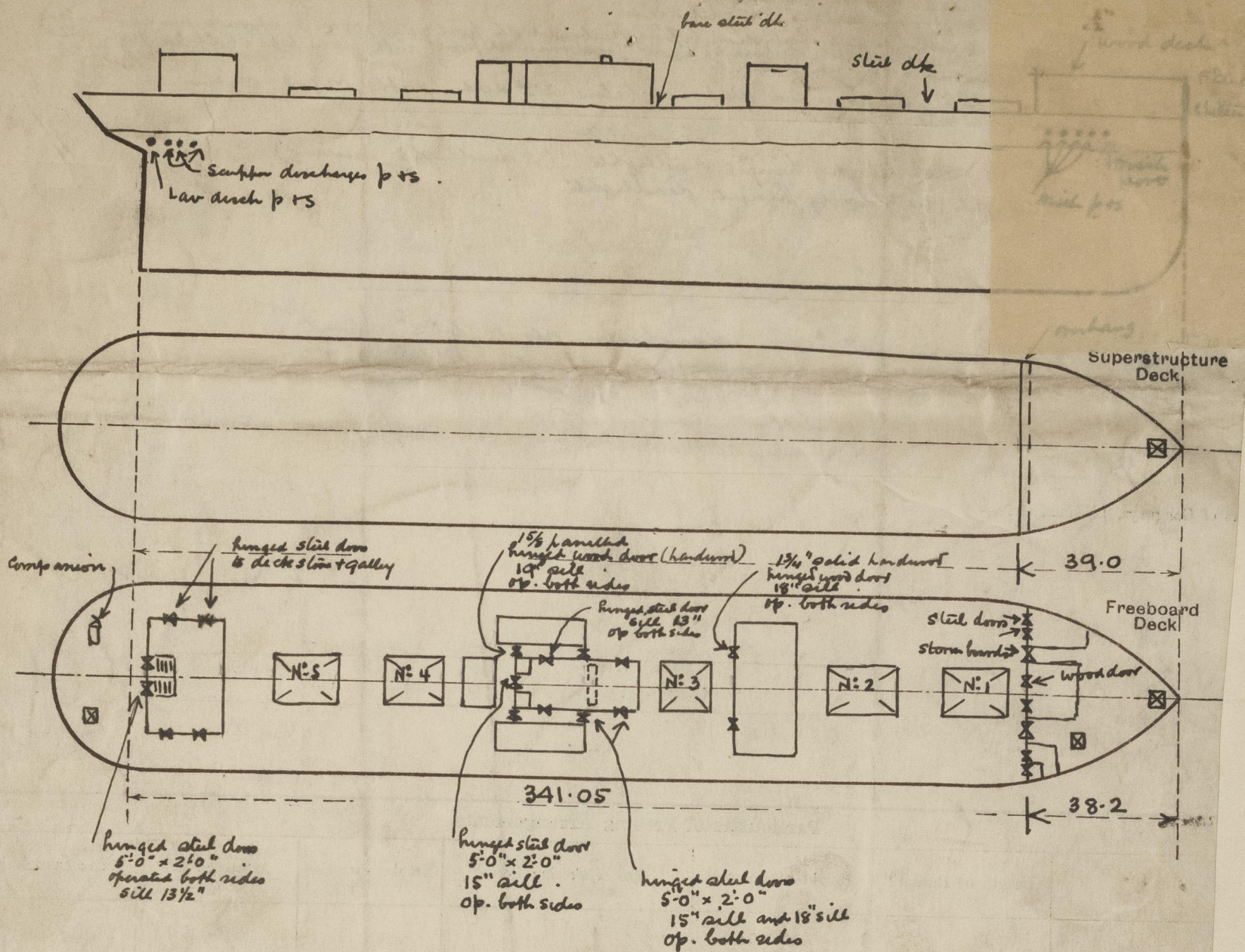
Additional area where sheer is less than standard.

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 ... ..	.32	.32	stiffened by diagonal bulkheads		✓	2-10. 5'-0" x 3'-0" 4 5'-0" x 2'-0" 2 4'-10" x 2'-0"	20"	7'-9"
Trunk, Aft				✓				
Trunk, Forward				✓				
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	.36	.30	3½ x 3 x .34 A	30"	none	5'-0" x 2'-0"	15"	7'-0"
Exposed Machinery Casings on Superstructure Decks				✓				
Machinery Casings within Superstructures not fitted with Class I Closing Appliances				✓				
Deckhouses on Flush Deck Ships ...	.26	.26		30"	✓	5'-0" x 2'-0"	18"	8'-0"

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	2 openings, with 2 3/4" storm boards in riveted channels, full height. 2 - 1 3/4" hinged solid wood doors operate both sides, handwired. 4 - Hinged steel doors operate both sides
Exposed Machinery Casings on Freeboard on Raised Quarter Decks	Hinged steel doors operate both sides
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓
Deckhouses of Flush Deck Ships	accom. amidships :- 1 3/4" solid hinged wood doors operate both sides, handwired. also accom. aft :- Hinged steel doors operate from both sides

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following plan



State any special features in the construction of the ship:

The vessel has been examined in dry dock for an ordinary docking survey. Vessel not due for survey. Crew berthed in forecabin & aft cabin & on shelter deck.

Builder's name and yard number *Earle & Co Ltd Hull*

Names of sister ships

Owners *Ellerman Lines Ltd (Hull Line Ltd)*

Fee £ *13* : *12* : Received by me



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