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**Lloyd's Register of Shipping.**

**SURVEYS FOR FREEBOARD.** 11 8 SEP 1948  
 (CONDITIONS OF ASSIGNMENT.)

Index No. **38033**

(For London Office only).

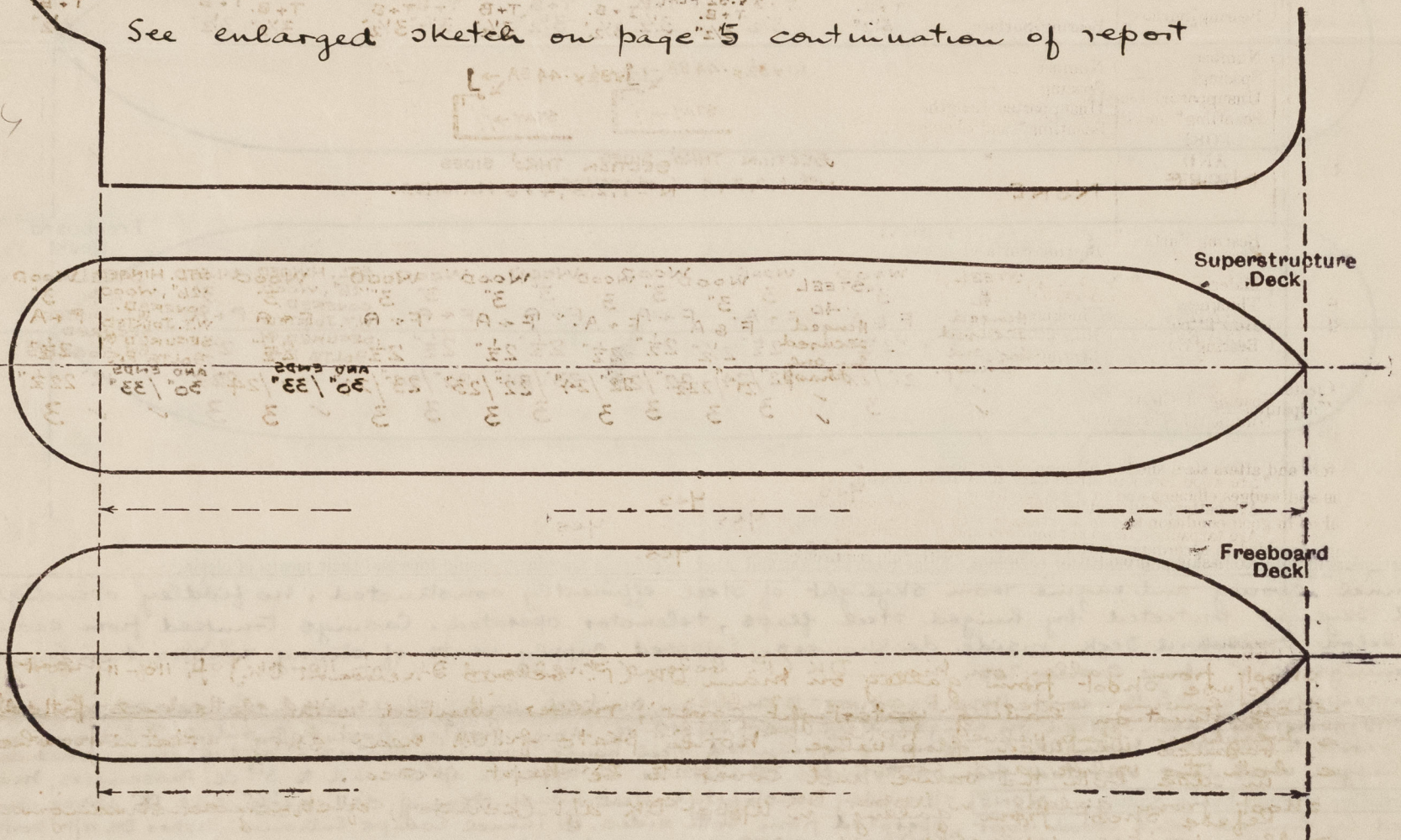
Ship's Name **ACCRA**Port of Survey **BARROW**

Official Number

Surveyor's Signature **H.P. Urrin**Nationality and Port of Registry **BRITISH, LIVERPOOL**Date of Survey **WHILE BUILDING**

Disposition and dimensions of superstructures, trunks, deckhouses and machinery casings to be inserted in the diagrams and tabular statement:—

See enlarged sketch on page 5 continuation of report



Particulars of Superstructures, Trunks, Casings, Deckhouses.

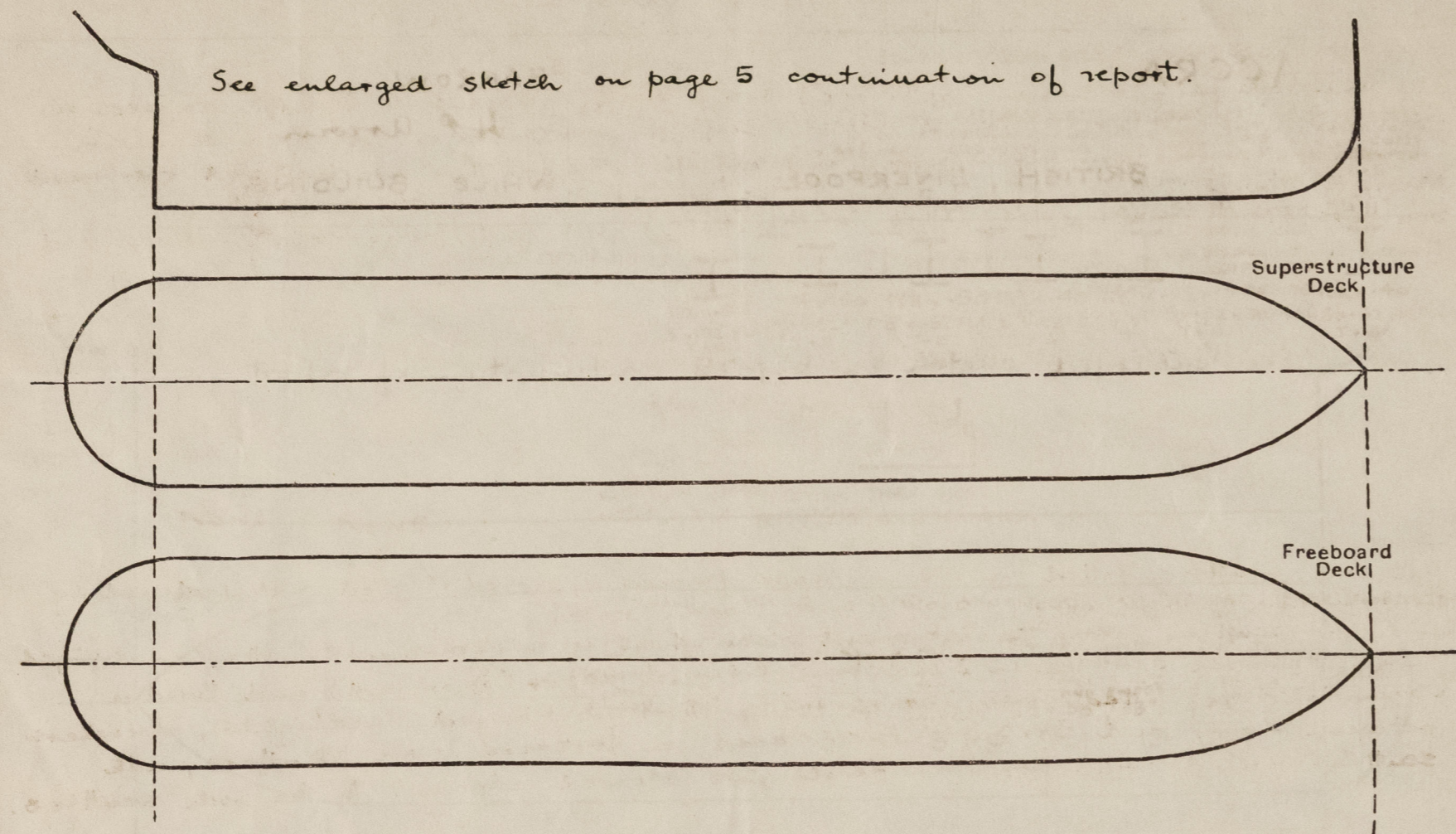
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	6" x 30"	20"	2 1/2" x 2 1/2" x 26"	21" To 28"	NONE	3 @ 5'-11" x 2'-1" 1 @ 5'-9" x 3'-0" 1 @ 4'-10" x 2'-8"	6" 6" 36"	8'-3"
Raised Quarter Deck Bulkhead ...						2 @ 5'-11" x 2'-1" 1 @ 5'-9" x 1'-9 1/2" 1 @ 5'-8" x 2'-3"	6" 6" 6"	
Bridge, After Bulkhead ...	6" x 30"	26"	3 x 2 1/2" x 26" & 3" x 1 1/2" COPE	27"	NONE	1 @ 5'-4" x 3'-4" 1 @ 5'-0" x 2'-3"	14" 18"	8'-3"
Bridge, Forward Bulkhead ...	10" x 40"	26"	3 x 2 1/2" x 26" WITH 3 x 3" x 38 REV. 4 1/2" DEPTH.	32"	LUGGED			8'-3"
Forecastle Bulkhead ...	6" x 30"	26"	3 x 1 1/2" COPE	24"	NONE	2 @ 5'-11" x 2'-1" 1 @ 4'-6" x 2'-6"	8 1/2" 28"	8'-3"
Trunk, Aft ...								
Trunk, Forward ...								
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 ...	36"	36"	3" x 2 1/2" x 36" ANG. T.W.	27"	BRACKETED	1 @ 5'-6" x 4'-0"	8 1/2"	8'-3"
Deckhouses on Flush Deck Ships ...								

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

Poop Bulkhead ...	3 wood and 1 steel door in halves operated from both sides; 1 serving opening, no means of closing.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	2 wood and 3 steel doors operated from both sides.
Bridge, Forward Bulkhead ...	1 steel doors operated from both sides. (Weathertight)
Forecastle Bulkhead ...	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	2 wood and 1 steel door operated from both sides.
Exposed Machinery Casings on Superstructure Decks ...	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	1 steel door in halves (rubbered with toggles) operated from both sides.
Deckhouses on Flush Deck Ships ...	

# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

The following diagrams should be used to indicate the positions of cargo and coaling hatchways, gangway, cargo and coaling ports, ventilators, companionways, etc., which would affect the seaworthiness of the ship:—



Particulars of fiddle, funnel and ventilator coamings, engine room skylight and other openings in machinery casing tops and their means of closing:—

Funnel, casing and engine room skylight of steel efficiently constructed, no fiddle openings. E.R. Skylight protected by hinged steel flaps, telemotor operated. Casings trunked from casing top to below freeboard deck inside deckhouses. Exposed supply vents of strong construction (no closing), openings 12'-0" above casing top.

COMPANIONWAYS. ① Entrance on Upper DK aft port to Crew Space Main DK in efficiently constructed steel house, opening 5'-0" x 2'-3", sill 15" above wood deck, closed by hinged steel door capable of being operated from both sides. ② Entrance on Upper DK aft starboard to Crew Space Main DK in efficiently constructed steel house, opening 5'-0" x 2'-3", sill 15" above wood deck, closed by hinged steel door operated from both sides. ③ Entrance on Upper DK aft starboard to 3<sup>rd</sup> CE. Passengers, Main DK in efficiently constructed steel house, opening 4'-11" x 2'-6", sill 18" above wood deck, closed by hinged solid wood door, operated from both sides. ④ Tunnel Escape Entrance, Upper DK aft port in efficiently constructed steel house, opening 5'-0" x 2'-3", sill 15" above wood deck, closed by hinged steel door operated from both sides. ⑤ Entrance in Port Passage, Upper DK aft to Crew Main DK, in efficiently constructed steel house, opening 4'-11" x 2'-5", sill 15" above wood deck, closed by hinged steel door operated from both sides. ⑥ Escape Trunk on Upper DK aft starboard to Crew Space Main DK in efficiently constructed steel house, opening 5'-0" x 2'-1 1/2", sill 18" above wood deck, closed by hinged steel door, operated from both sides. ⑦ Five entrances to efficiently constructed steel house amidships on

Particulars of Flush Bunker Scuttles:— NONE. Efficiently constructed steel house, opening 4'-11" x 2'-6", sill 18" above wood deck, closed by hinged solid wood door, operated from both sides. ④ Tunnel Escape Entrance, Upper DK aft port in efficiently constructed steel house, opening 5'-0" x 2'-3", sill 15" above wood deck, closed by hinged steel door operated from both sides. ⑤ Entrance in Port Passage, Upper DK aft to Crew Main DK, in efficiently constructed steel house, opening 4'-11" x 2'-5", sill 15" above wood deck, closed by hinged steel door operated from both sides. ⑥ Escape Trunk on Upper DK aft starboard to Crew Space Main DK in efficiently constructed steel house, opening 5'-0" x 2'-1 1/2", sill 18" above wood deck, closed by hinged steel door, operated from both sides. ⑦ Five entrances to efficiently constructed steel house amidships on

Particulars of Companionways:— Bridge deck enclosing passenger staircases and lift, sills 9" to 10 1/2" above wood deck and closed by hinged solid wood doors capable of being operated from both sides. ① Five entrances to efficiently constructed steel house amidships on Promenade DK enclosing passenger staircases and lift, sills 9" to 10 1/2" above wood deck and closed by hinged solid wood doors capable of being operated from both sides. ② Escape Entrance on Upper DK aft port to Crew Main DK in efficiently constructed steel house, opening 4'-4" x 2'-3", sill 16" above wood deck, closed by hinged steel door operated both sides.

UPPER DECK. 1 - 27" x 9" EXH. VENT (H 18-19) from below 3<sup>rd</sup> DK, BUILT AGAINST casing side, coming to underside of Bridge DK, 26", closed at outlet by hinged W.T. steel flap.

2 - 18" dia. tubes (H 25-26) bet. upper, Br. DK, supported at decks, coming 31 1/2" x 40", 32" plating above. 2 - 18" dia. tubes (H 183-184) bet. upper, Br. DK, supported at decks, coming 36" x 40", 36" plating above.

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

BRIDGE DK (Superstructure).

5 - 8" x 4" S.N. Vents aft, to below freeboard deck, coming 32 1/2" x 30". 2 - 9" dia. cowl vents aft, to below freeboard deck, coming 30" x 32". 3 - 12" x 4" S.N. vents amidships, to below freeboard deck, coming 32 1/2" x 30". 2 - 6" x 4" S.N. vents amidships, to below freeboard deck, coming 32 1/2" x 30". 2 - 24" dia. cowl vents forward, to below freeboard deck, coming 36" x 40". 2 - 18" " " " " " " " " " " 36" x 40". 1 - 12" " " " " " " " " " " 36" x 34". 5 - 8" x 4" S.N. Vents forward, to below 3<sup>rd</sup> DK + Superstructure, " 38 1/2" x 30".

PROMENADE DK (8'-3" AB. SUP. DK).

1 - 18" dia. cowl vent to below freeboard DK, coming 22" x 36".

WINCH PLATFORM (8'-3" AB. SUP. DK).

2 - 18" dia. cowl vent. to below freeboard DK, coming 22" x 36". 1 - 18" " M. Vent. " " " " coming 22" x 36".

Vent. coamings exposed on Boat DK and above 15 spaces below freeboard DK and Superstructure 22" x rule thickness. All coamings of strong construction, spigoted through deck and welded thereto. Other mechanical supply and exhaust fans situated in strongly constructed steel fan rooms.

All coamings on Bridge DK (Superstructure DK) supplied with wood plating and canvas covers. Ventilators sited

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— above Bridge DK have no means of closing.

BRIDGE DK.

31 - 3" dia to Peaks, Double F.W. Tanks and F.W. Deep Tanks 20" high to lip.

4 - 2 1/2" " " Collardans, 20" high to lip.

9 - 2" " " Double Bottom and F.W. Tanks, 20" high to lip.

All the above air pipes closed with canvas covers.

Air pipes from Oil Fuel Deep and Double Bottom Tanks combined and led up funnel.

Particulars of Gangway Cargo and Coaling Ports:—

Oil Fuel Belling Station P.R.S.

Hinged steel door P.R.S. of substantial construction fitted between main DK and Upper DK (freeboard) aft of amidships, secured by bolts and strongbacks as approved and jointed watertight.

Particulars of Scuppers and Sanitary Discharge Pipes:—

All scuppers and sanitary discharges pipes from freeboard DK (except scuppers in wells), spaces below freeboard deck (except scuppers led to bilges) and also Superstructures drain to Sewage Tanks from whence they are pumped overboard through storm valves, which valves are geared to above freeboard deck. Scuppers from fore and aft well on freeboard deck and from weather decks led through shell (no storm valves).

Particulars of Side Scuttles:—

All side scuttles fitted in strong brass frames approved, tested and certified by the Ministry of Transport. All side scuttles below the freeboard deck fitted with permanently attached hinged deadlights. Side scuttles in 3<sup>rd</sup> CE. Space between Upper (freeboard) and Bridge (Superstructure) fitted with permanently attached hinged deadlights, elsewhere between Upper and Bridge decks except in forward well shutters, all scuttles fitted with portable deadlights stowed adjacent to the side scuttles.

Vertical distance of Sill of lowest Side Scuttle above top of keel 33'-2"

Particulars of Guard Rails:—

On Upper Deck (freeboard) fore and aft wells strong steel bulwark 3'-9" high.

In forward well opening above bulwark closed by strong hinged steel watertight shutters secured by toggles.

On Bridge Deck aft stanchions 3'-6" above wood deck, 4'-6" apart, 3 rails and wood hand rail. Strong steel bulwarks 3'-6" high amidships and forward.

On Promenade and Boat Decks stanchions 3'-6" above wood deck, 4'-6" apart, 3 rail and wood hand rail.

Particulars of Gangways, Lifelines, etc.:—

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
After Well ...	39'-4 1/2" (S) 31'-4 1/2" (P)	3'-9"	2'-6" x 1'-6"	2	7.5 \$	10.44 \$
Forward Well ...	40'-6"	3'-9"	2'-6" x 1'-6"	1	3.75 \$	11.05 \$

State position of each freeing port ... (After Well:— 8'-6" and 26'-6" aft of Starboard Bridge End B<sup>nd</sup>. Sill 6"

(F. and A. position and height above deck edge) (Forward Well:— 6'-0" forward of Bridge Front B<sup>nd</sup>. Sill 6"

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Hinged steel shutters.

Additional area where sheer is less than standard.

Name of Ship .....

Freeboard Report Examined

(Date) ..... 29.3.51

Signed ..... 4/5

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Lloyd's Register Foundation

# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

FREEBOARD DK = UPPER DK  
SUPERSTRUCTURE DK = BRIDGE DK.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS.

Description of Hatchway		LOCKER ON UPPER DK	N° 1 UPPER DK	N° 1 BRIDGE DK	N° 2 BRIDGE DK	N° 3 BOAT DK	N° 4 BOAT DK	N° 5 PROM. DK	N° 6 PROM. DK	HATCH TO STORE BRIDGE DK
Dimensions of Hatchway		2'-3" x 2'	18' x 16'	18' x 16'	24'-3" x 16'	11' x 16'	9' x 10'	18' x 16'	15'-9" x 16'	2'-9" x 2'-9"
COAMINGS	Height above Deck	31" AB. STL	32½" AB. STL	32½" AB. STL	32½" AB. STL	32½" AB. STL	32" AB. STL	FLUSH	32½" AB. STL	32½" AB. STL
	Thickness	.40	.44	.44	.44	.44	.44	.44	.44	.44
	Stiffeners	.40	.44	.44	.44	.44	.44	.44	.44	.44
	Brackets, Stays	✓	✓	✓	✓	✓	✓	✓	✓	✓
HATCH BEAMS	Number	3	3	3	5	2	1	1	3	✓
	Spacing	4'-7½"	4'-7½"	4'-7½"	4'-11½"	3'-10"	4'-6"	4'-6"	3'-11"	✓
	Scantling and Sketch	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bearing Surface	✓	✓	✓	✓	✓	✓	✓	✓	✓
FORE AND AFTERS	Number	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Spacing	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Unsupported Lengths	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Scantling* and Sketch	✓	✓	✓	✓	✓	✓	✓	✓	✓
HATCH COVERS	Material	STEEL	WOOD	WOOD	WOOD	WOOD	WOOD	STL. HINGED	WOOD	STEEL
	Thickness	.40	3"	3"	3"	3"	3"	.26"	3"	.44
	How fitted	Hinged	F & A	F & A	F & A	F & A	F & A	COVERED	F & A	W.T. JOINTED
	Bearing Surface	Secured by one	2½"	2½"	2½"	2½"	2½"	SECURED BY BOLTS P+S AND ENDS	2½"	BY TACKLES
Spacing of Cleats		21"/22½"	22"/24"	22"/24"	22"/23"	23"/24"	22"/24"	30"/33"	22½"	12"
Number of Tarpaulins		3	3	3	3	3	3	3	3	✓

\*Are wood fore and afters steel shod at all bearing surfaces? ✓  
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.

Particulars of any special features:—

Refuse shoot from galley on main DK (1st below freeboard DK) fr 110-111 Port of strong construction having watertight cover, rubber jointed with clips and fitted with internal balance weighted flap valve. Notice plate fitted near shoot stating when shoot not in use both the valve and cover to be kept closed.  
Refuse shoot from galley on upper DK aft (counter) of strong construction having watertight cover, rubber jointed with clips.

Endorsement at first survey and at surveys for renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown on this form (or as now modified) and are in good condition.



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