

14 DEC 1932

Clayd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Computation of Freeboard for Steamer, ~~Steamer~~
 having *poop - short bridge and forecastle.*
Port of Survey *Vancouver.*

(Type of Superstructures.)

Date of Survey *Oct 1.3.5 1932.*

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<i>CITY OF VANCOUVER</i>	<i>Canadian Vancouver.</i>	<i>150255</i>	<i>5697</i>	<i>1920-10</i>

Name of Surveyor *Albert*
 Moulded Dimensions: Length *410.25* Breadth *54.0* Depth *29.75*
 Moulded displacement at moulded draught = 85 per cent. of moulded depth *12836-13010* tons
 Coefficient of fineness for use with Tables *.813* *45.7 tons per inch at 24'-0"*
Particulars of Classification *+100A/.**S.S. Ver. No. 2.28.*

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	... <i>29.75</i>	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	<i>54</i> <i>12.96</i>
Stringer plate	... <i>.05</i>	<i>(29.75 - 29.35) 3 = 7.32</i>		Standard Round of Beam = $\frac{B \times 12}{50}$	<i>13.17</i>
Sheathing on exposed deck	... <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	<i>= 13.5</i>
$T \left(\frac{L-S}{L} \right) =$				Difference	<i>.54</i>
Depth for Freeboard (D) =	<i>29.79</i>	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$	<i>= \frac{.54}{4} \times .499 = .06</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>43.75</i>	<i>43.75</i>	<i>7.75</i>	<i>✓</i>	<i>43.75</i>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>114.75</i>	<i>114.75</i>	<i>8.5</i>	<i>✓</i>	<i>114.75</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>47.0</i>	<i>47.00</i>	<i>8.0</i>	<i>✓</i>	<i>47.00</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>205.50</i>	<i>205.50</i>			<i>205.50</i>

 Standard Height of Superstructure *7.50*
 " " R.Q.D. *42.00*
 Deduction for complete superstructure *42.00*
 Percentage covered $\frac{S}{L} = 50.10$
 " $\frac{S_1}{L} = 50.10$
 " $\frac{E}{L} = 50.10$
 Percentage from Table, Line A.
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B.
 (corrected for absence of forecastle (if required)) *36.10*
 Interpolation for bridge less than 2L (if required)
 Deduction = *-15.16*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>51.025</i>	1		<i>51.025</i>	<i>71.00</i>	<i>71.00</i>	1		<i>71.00</i>
$\frac{1}{8}$ L from A.P. ...	<i>22.71</i>	4		<i>90.84</i>	<i>31.99</i>	<i>31.99</i>	4		<i>127.96</i>
$\frac{2}{8}$ L " ...	<i>5.61</i>	2		<i>11.22</i>	<i>7.99</i>	<i>7.99</i>	2		<i>15.98</i>
Amidships ...	<i>0</i>	4		<i>0</i>	<i>0</i>	<i>0</i>	4		
$\frac{2}{8}$ L from F.P. ...	<i>11.22</i>	2		<i>22.44</i>	<i>14.02</i>	<i>14.02</i>	2		<i>28.04</i>
$\frac{1}{8}$ L " ...	<i>45.42</i>	4		<i>181.68</i>	<i>56.09</i>	<i>56.09</i>	4		<i>224.36</i>
F.P. ...	<i>102.05</i>	1		<i>102.05</i>	<i>140.00</i>	<i>140.00</i>	1		<i>140.00</i>
Total ...				<i>459.15</i>					<i>607.34</i>

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{148.09}{18} (.75 - .2505) = -4.11$
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 = *29.79*
 Summer freeboard = *5.83*
 Moulded draught (d) = *23.96*

 Deduction for Tropical freeboard and addition for
 Winter freeboard = $\frac{d}{4}$ inches = *5.99*
 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

 $\frac{.813 + .68}{1.36} = \frac{1.493}{1.36}$

	+	-
Depth Correction ...	<i>7.32</i>	
Deduction for superstructures ...		<i>15.16</i>
Sheer correction ...		<i>4.11</i>
Round of Beam correction ...		<i>.06</i>
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
	<i>7.32</i>	<i>19.33</i>
		<i>-12.01</i>
Summer Freeboard =	<i>69.97</i>	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:— *5'-10"*
 Tropical Fresh Water Line above Centre of Disc ...
 Fresh Water Line " " ...
 Tropical Line " " ...
 Winter Line below " " ...
 Winter North Atlantic Line " " ...

 Tropical Fresh Water Freeboard ...
 Fresh Water " " ...
 Tropical " " ...
 Winter " " ...
 Winter North Atlantic " " ...

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			No 1	No 2	Bridge deck No 3	2 nd deck No 3	No 4	No 5	Bunker hatches on
Dimensions of Hatchway			3'5" x 2'1"	3'5" x 2'1"	15'7 1/2" x 17'	15'7 1/2" x 17'	3'5" x 2'1"	3'5" x 2'1"	superstructure deck.
COAMINGS	{	Height above Deck	36		30	12	Same as	Same as	Dimensions 8' x 4' Coaming 30" x 3/8" wood covers 2 1/2" battens - cleats, no gas, and tarpaulins
		Thickness	5	Same as	Same as	5	Same as	Same as	
		Sides	5	No 1	No 1	None	No 1	No 1	
		Ends	7 1/4 x 3/8	No 1	No 1	None	No 1	No 1	
Stiffeners		Channel							
Brackets, Stays		Flanged plate - 5							
HATCH BEAMS	{	Number	5		3	3	Same as	Same as	Bunker hatches on freeboard deck. Dimensions 6'6" x 2'6" also 4'0" x 2'6" Coaming 9" BA x 5/16 wood covers - cleats & tarpaulins.
		Spacing	5'-3"	Same as	3' 11"	3'-11"	Same as	Same as	
		Scantling and Sketch		No 1	Same as No 1	Same as No 1	No 1	No 1	
		Depth of plate	18'5"		but plate 15" deep	but plate 14" deep			
		Angles	4 x 3 x 3/8						
		Bearing Surface	1 1/2 x 8 3"		1 1/2 x 8 3"	1 1/2 x 8 3"			
FORE AND AFTERS	{	Number							
		Spacing							
		Unsupported Lengths	None	None	None	None	None	None	
		Scantling* and Sketch							
Bearing Surface									
HATCH COVERS	{	Material	wood	Same as	Same as	Same as	Same as	Same as	
		Thickness	3	No 1	No 1	No 1	No 1	No 1	
		How fitted	F & A						
		Bearing Surface	3 1/2	3 1/2	3	3			
Spacing of Cleats		24"	Same as	Same as	30"	24"	24"		
Number of Tarpaulins		3	No 1	No 1	2	3	3		
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/>									
Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/>									
Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/>									
Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/>									

Particulars of fiddle, funnel and ventilator coamings:— Fiddle & funnels protected by hinged steel covers, secured by dogs.
Funnel riveted to top of casing.
Eng room & stokehold ventilators 26" dia on top of casing. High coamings.

Particulars of Flush Bunker Scuttles:— None.

Particulars of Companionways:— Companion on poop to Crews Quarters - Steel 7/16" - Steel door - opening back side Steel 12"

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— On fore - One 12" dia to space above F.P. Coaming 30" 1/4 plate
On fore 2 vents 24" to No 1 hold. Coaming 30" 1/4 plate
Fore hold 4 " 24" to holds. Coaming 30" 1/4 plate
Bridge deck 6 vents. 24" to holds. Coaming 30" 1/4 plate (2 of these are Sanitation ports with high coaming)
Poop deck 2 no. 24" to holds. Coaming 30" 1/4 plate. One vent to Linnet escape. 12" Coaming 30"
All ventilators fitted with wood plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—
All Exposed air pipes. Heavy steel 36" high - with plugs for closing.

Particulars of Gangway Cargo and Coaling Ports:— None.



Particulars of Scuppers and Sanitary Discharge Pipes:— *All we's above freeboard deck. Brass automatic storm valves fitted. Scupper led overboard in C. steel with fittings.*

Particulars of Side Scuttles:— *12" and 10". Strong metal. heavy glass and deadlights. No Scuttles below freeboard deck.*

Particulars of Guard Rails:— *Guard rails throughout. Height 3'-3" - 3 rails - top rail 1 1/2" dia. 2 rails 1" dia. Stanchions 1 1/2" dia. Spaced 4'-4"*

Particulars of Gangways, Lifelines, etc.:— *Crew berthed in midship houses and poop. Ample protection throughout.*

Lifelines fitted from Bridge to Forecastle and from Bridge to Poop, using eyebolts on each bulkhead and short eye stanchions bolted to hatch longitudinal sheppens. port & starboard.

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	<i>Open rails throughout</i>					
Forward Well						

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	<i>.44</i>	<i>.44</i>	<i>6x3.5x3/8</i>	<i>25"</i>	<i>not bracketed</i>	<i>5'-6" x 2'-0"</i>	<i>18"</i>	<i>7'-7 1/2"</i>
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	<i>.44</i>	<i>.44</i>	<i>6x3.5x3/8</i>	<i>25"</i>	<i>not bracketed</i>	<i>5'-0" x 3'-3"</i>	<i>18"</i>	<i>8'-5"</i>
Bridge, Forward Bulkhead	<i>.44</i>	<i>.44</i>	<i>8x3.62x3/8</i>	<i>29 1/2 31</i>	<i>clip to decks</i>	<i>4'-6" x 4'-0"</i>	<i>18"</i>	<i>8'-5"</i>
Forecastle Bulkhead	<i>.44</i>	<i>.44</i>	<i>6x3.5x3/8</i>	<i>25"</i>	<i>not bracketed</i>	<i>5'-3" x 4'-0"</i>	<i>18"</i>	<i>8'-0"</i>
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks	<i>.36</i>	<i>.26</i>	<i>4x3x5/16</i>	<i>27"</i>	<i>bracketed at top only</i>	<i>5'-4" x 2'-6"</i>	<i>15"</i>	<i>8'-5"</i>
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	<i>.36</i>	<i>.36</i>	<i>4x3x5/16</i>	<i>27"</i>		<i>No openings</i>		<i>8'-5"</i>
Deckhouses on Flush Deck Ships ...								

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

Poop Bulkhead	<i>Steel hinged H.T. doors. Secured by screwed clamps. Worked from both sides</i>
Raised Quarter Deck Bulkhead ...	<i>with hook bolts</i>
Bridge, After Bulkhead	<i>Steel plate doors fitted. Spaced 12". also storm boards in channels 2 1/2' x 9" max.</i>
Bridge, Forward Bulkhead	<i>Steel hinged H.T. doors. Secured by screwed clamps. Worked from both sides</i>
Forecastle Bulkhead	<i>Steel plate doors fitted. Work from outside only.</i>
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	<i>Steel doors - open from both sides. Doors framed & hinged.</i>
Deckhouses on Flush Deck Ships ...	

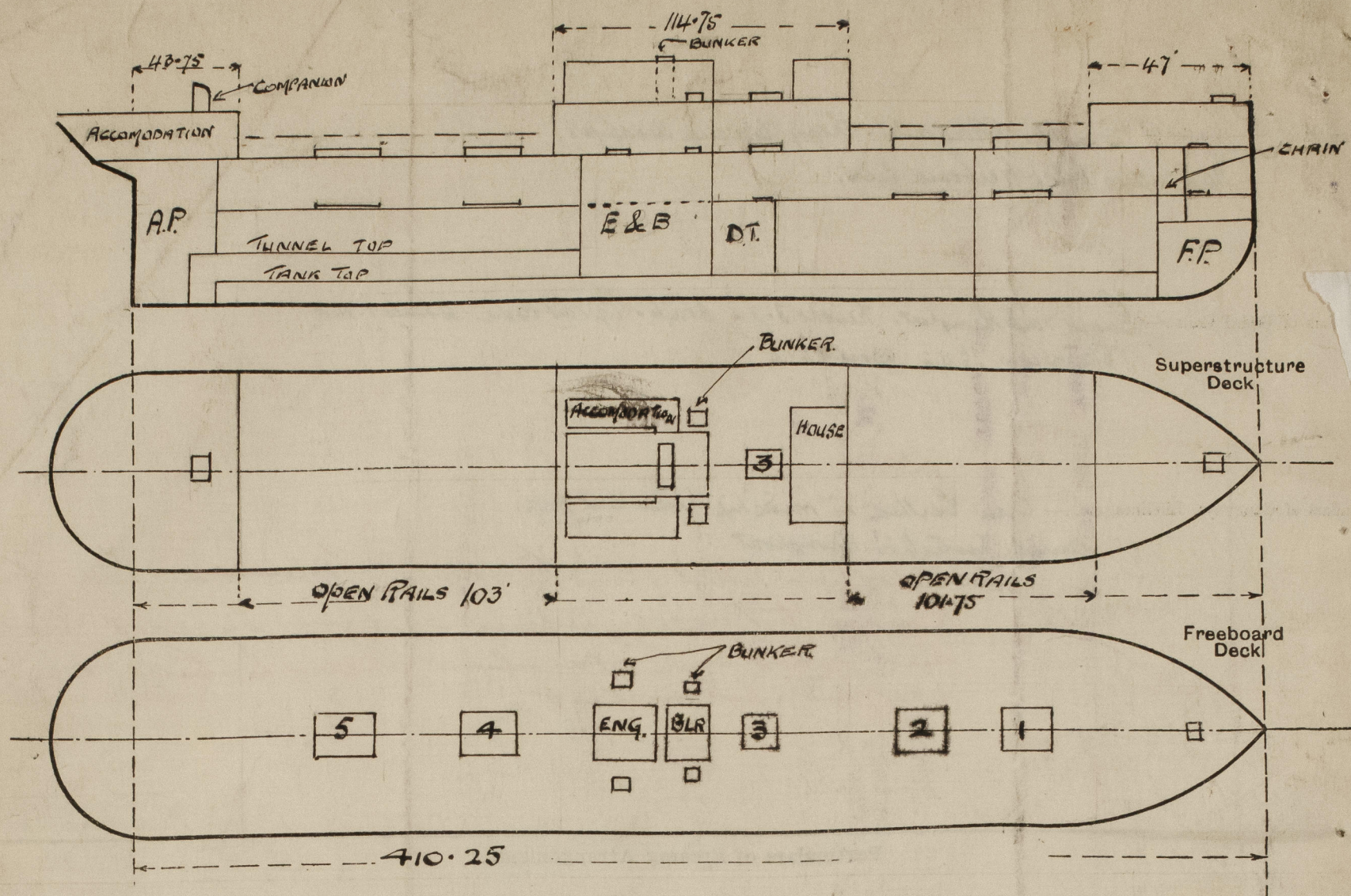


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the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



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

Vessel Examined on dry dock. — Examined decks, Casings. Superstructures. Hatches, Coamings & fastenings. Ventilators, air & sounding pipes. Steering gear. Sanitary discharges. Scuppers, Life Buoys, and closing arrangements.

Timber Load Lines D.B. tanks are divided ^{longitudinally} throughout.

Fittings for securing deck cargo uprights are plates secured to sheer strake by bolts, spaced 10' apart and 7' 10" x 10" from end bulkhead.

Eye plates for chain lashings riveted to sheer strake as shown on blue print, spaced about 10' apart, 5' 6" from end bulkhead.

Ample provision for lashing deck loads.

The guard rails in forward and after wells are fitted with permanent sockets, the latter being riveted to the sheer strake. Strong pins are fitted into sockets & rail stanchions and the rails are considered satisfactory.

The steering gear is worked by telemotor from Bridge and an efficient hand gear, with direct steam control from Prop with steering telegraph to Bridge.

Builder's name and yard number. John Goughan & Sons Ltd. Vancouver. Yard No 18

Names of sister ships. City of Victoria.

Owners. Vancouver S.S. Co. Ltd.

Fee \$ 80.00
Exp. 2.50

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