

CLASSIFIED SECTION
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARDIndex No. 17615
(For London Office only.)

11 JUN 1935

Mel. Rpt. No 5781

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey MELBOURNE	
having <u>1 Deck (Steel) and deep framing</u> <u>POOP, Bridge and Forecastle</u> (Type of Superstructures.)					Date of Survey <u>4th May 1935</u>	
Ship's Name "ASHRIDGE"	Nationality and Port of Registry HONG KONG BRITISH MELBOURNE	Official Number 120500	Gross Tonnage 2884	Date of Build 1905-2	Name of Surveyor <u>B. P. Fielden</u>	
Moulded Dimensions: Length <u>325'5"</u> Breadth <u>46'78"</u> Depth <u>24'10"</u>					Particulars of Classification <u>4 100 A.1.</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>7160</u> tons					<u>S.S. MEL 2nd No 3 12.29</u>	
Coefficient of fineness for use with Tables <u>.980</u>					<u>S.S. MEL No 1 - 34.</u>	
Depth for Freeboard (D)		Depth correction		Round of Beam correction		
Moulded depth <u>24'83"</u>		(a) Where D is greater than Table depth <u>21'70"</u> (D-Table depth) R = <u>(24'83"-21'70") 2'504"</u> <u>= + 0'94"</u>		Moulded Breadth (B) <u>46'78"</u>		
Stringer plate <u>3/8"</u> <u>.04"</u>		(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>		Standard Round of Beam = $\frac{B \times 12}{50} = \underline{11'23"}$		
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \underline{✓}$		If restricted by superstructures <u>✓</u>		Ship's Round of Beam = <u>11'75"</u>		
Depth for Freeboard (D) = <u>24'87"</u>				Difference <u>Excess .52"</u>		
				Restricted to		
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.52}{4} \times .5506 = \underline{-.07"}.$		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>22'0"</u>	<u>22'00"</u>	<u>7'9"</u>	<u>✓</u>	<u>22'00"</u>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed... ..	<u>88'0"</u>	<u>88'00"</u>	<u>7'6"</u>	<u>✓</u>	<u>88'00"</u>
" overhang aft					
" overhang forward					
F'cle enclosed <u>open</u>	<u>40'0"</u>	<u>36'27"</u>	<u>7'7"</u>		<u>36'27"</u>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<u>150'0"</u>	<u>146'27"</u>			<u>146'27"</u>

Standard Height of Superstructure	<u>6'755"</u>
" " R.Q.D.	<u>✓</u>
Deduction for complete superstructure	<u>37'03"</u>
Percentage covered $\frac{S}{L} =$	<u>46.08%</u>
" " $\frac{S_1}{L} =$	<u>44.94%</u>
" " $\frac{E}{L} =$	<u>44.94%</u>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	<u>31.70%</u>
Interpolation for bridge less than 2L (if required)	
Deduction = <u>37'03" x .317</u>	<u>= - 11'74"</u>

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<u>42'55"</u>	<u>1</u>	<u>42'55"</u>	<u>46'0"</u>	<u>46'00"</u>	<u>1</u>	<u>46'00"</u>
$\frac{1}{2}$ L from A.P.	<u>18'93"</u>	<u>4</u>	<u>75'72"</u>	<u>19'5"</u>	<u>19'50"</u>	<u>4</u>	<u>78'00"</u>
$\frac{2}{3}$ L "	<u>4'68"</u>	<u>2</u>	<u>9'36"</u>	<u>5'0"</u>	<u>5'00"</u>	<u>2</u>	<u>10'00"</u>
Amidships	<u>✓</u>	<u>4</u>	<u>✓</u>	<u>0</u>	<u>✓</u>	<u>4</u>	<u>✓</u>
$\frac{2}{3}$ L from F.P.	<u>9'36"</u>	<u>2</u>	<u>18'72"</u>	<u>11'0"</u>	<u>11'00"</u>	<u>2</u>	<u>22'00"</u>
$\frac{1}{2}$ L "	<u>37'86"</u>	<u>4</u>	<u>151'44"</u>	<u>45'0"</u>	<u>45'00"</u>	<u>4</u>	<u>180'00"</u>
F.P.	<u>85'10"</u>	<u>1</u>	<u>85'10"</u>	<u>99'0"</u>	<u>99'00"</u>	<u>1</u>	<u>99'00"</u>
Total	<u>392'95"</u>		<u>382'89"</u>				<u>435'00"</u>

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{52.11}{18} \left(.75 - \frac{230.4}{435} \right) = \underline{-1.50"}.$$

If limited on account of midship superstructure. ✓

Mean actual sheer aft	<u>Excess</u>
Mean standard sheer aft	
Mean actual sheer forward	<u>Excess</u>
Mean standard sheer forward	
Length of enclosed superstructure forward of amidships	<u>0'1178"</u>
" " aft of "	<u>0'153"</u>

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

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

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, .78 + .68 = 1.46
.136 = 1.36

	+	-
Depth Correction	<u>7'94"</u>	<u>-</u>
Deduction for superstructures	<u>-</u>	<u>11'74"</u>
Sheer correction	<u>-</u>	<u>1'55"</u>
Round of Beam correction	<u>-</u>	<u>.07</u>
Correction for Thickness of Deck amidships	<u>-</u>	<u>-</u>
Other corrections, scantlings, etc.	<u>-</u>	<u>-</u>
	<u>7'94"</u>	<u>13'31"</u>

Summer Freeboard = 48'13"

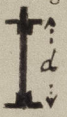
14 JUN 1935 SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Existing freeboards
reassigned being
more favorable
than those
computed under
the Convention.

Tropical Fresh Water Line above Centre of Disc	<u>9"</u>
Fresh Water Line " "	<u>5"</u>
Tropical Line " "	<u>4"</u>
Winter Line below " "	<u>4"</u>
Winter North Atlantic Line " "	<u>6"</u>

Tropical Fresh Water Freeboard	<u>3'11$\frac{3}{4}$"</u>
Fresh Water " "	<u>3'2$\frac{3}{4}$"</u>
Tropical " "	<u>3'6$\frac{3}{4}$"</u>
Winter " "	<u>3'7$\frac{3}{4}$"</u>
Winter North Atlantic " "	<u>4'3$\frac{3}{4}$"</u>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
FREEBOARD DECK						SUPERSTRUCTURE DECK				
Description of Hatchway			No. 1, 2, 3 & 4		BUNKER HATCHES WITHIN BRIDGE		FORE PEAK HATCH IN F.C.L.E.		BUNKER HATCHES ON BRIDGE	
Dimensions of Hatchway			24'-0" x 17'-0"		10'-0" x 14'-0"		18'-0" x 3'-0"		3'-9" x 8'-6"	
COAMINGS	{	Height above Deck	2'-6"		12"		9"		8"	
		Thickness	.50"		.38		BULB		BULB	
		Sides	.56"		.38		ANGLE		ANGLE	
		Stiffeners	NONE		NONE		✓		✓	
Brackets, Stays			NONE		NONE		✓		✓	
HATCH BEAMS	{	Number	4		1		NONE		NONE	
		Spacing	4'-10"		5'-0"		NONE		NONE	
		Scantling and Sketch	36"		14"		(DECK BEAMS)		18"	
			36"		14"		(CONTINUOUS)		18"	
			40"		.38				.38	
			4 1/2 x 4 1/2 x .38		2 x 2 x .25				3 x 3 x .38	
Bearing Surface			3 3/4"		3"		2 1/4 x 2 1/4 x 32		3 1/2"	
FORE AND AFTERS	{	Number	NONE		NONE		NONE		NONE	
		Spacing	NONE		NONE		NONE		NONE	
		Unsupported Lengths	NONE		NONE		NONE		NONE	
		Scantling* and Sketch	NONE		NONE		NONE		NONE	
Bearing Surface			NONE		NONE		NONE		NONE	
HATCH COVERS	{	Material	WOOD		WOOD		WOOD		WOOD	
		Thickness	2 1/2"		2 1/2"		2 1/2"		2 1/2"	
		How fitted	FORE & AFT		F & A		ATHWARTSHIP		F & A	
		Bearing Surface	3" MIN.		2"		3"		2"	
Spacing of Cleats			24" MAX.		35"		35"		16" MAX	
Number of Tarpaulins			2		2		1		1	
			2		2		1		2	
			2		2		1		2	

*Are wood fore and afters steel shod at all bearing surfaces? NONE FITTED.

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 fiddle, funnel and ventilator coamings:— On top of machinery casing 7'-0" in height on Bridge Deck.
Engine Room skylight of hardwood - Coaming 9" in height.
Funnel coaming 27" in height.
Fiddle gratings fitted with steel storm covers permanently attached.
machinery space ventilators of strong construction, passing through inside of casing.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways :—

None. /

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— All ventilators supplied with wood plugs & canvas covers.

Ventilators to spaces below freeboard deck, 16" dia with coamings 3'0" in height, riveted to deck plating.

" " Forecastle. From 5½" to 7½" dia. Coamings 12" to 16" bolted to wood deck.

" " Bridge. { 6" dia 16" coamings riveted to deck.
1 cast iron swan neck type 5½" x 4", 22" in height, 12" from deck to opening.
" " " " 6" dia, 15" " " 6" " " " "

" " Poop. 8½" dia, Coaming 21" riveted to deck.

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

On Forecastle 2 Cast iron swan neck type 3" dia., 15" in height; 9" from deck to opening.
In Wells. 6 " " " " " 2½ " 13" " " 8 " " "
protected by bulwarks. (wood plugs provided)

Particulars of Gangway Cargo and Coaling Ports :—

Rome.

5/5 "Ashridge"

Particulars of Scuppers and Sanitary Discharge Pipes:— Each fitted with one cast iron automatic storm valve.
Those from within Bridge & Forecastle discharging below freeboard deck. lowest discharge 3'-9" below.
Those from spaces on Bridge Deck discharging above freeboard deck.

Particulars of Side Scuttles:— No side scuttles below freeboard deck.
In Poop, Bridge & Forecastle, 9" & 10" side scuttles with brass frames and fitted with hinged cast iron deadlights.

Particulars of Guard Rails:—
On Poop, Bridge and Forecastle:— 4-bar rails 3'-9" in height.

Particulars of Gangways, Lifelines, etc.:—
Efficient temporary lifelines rigged as 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	91'-0"	3'-10"	3'-6" x 1'-8"	3	17.54 sq.ft.	18.2 sq.ft.
Forward Well	84'-6"	4'-1"	3'-6" x 1'-8"	3	17.54 sq.ft.	16.9 sq.ft.

State position of each freeing port { After Well:— 17'-0" -- 27'-4" -- 25'-6" -- 10'-8" --
(F. and A. position and height above deck edge) { Forward Well:— 17'-0" -- 31'-7" -- 20'-0" -- } FORD.
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Lower edge of ports 13 1/2" above deck.
Each fitted with hinged shutters and two horizontal bars.

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

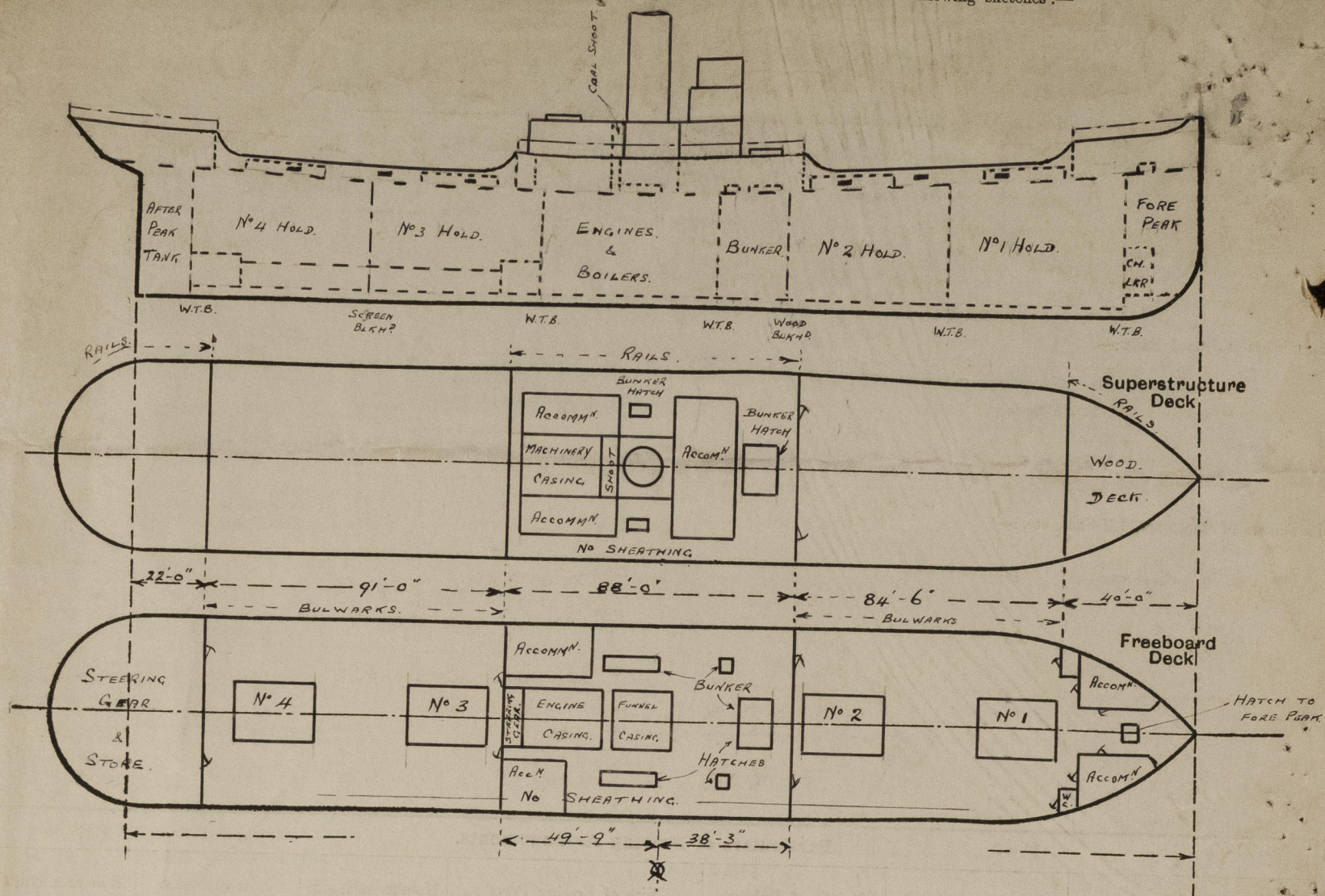
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	.44	.38	5 1/2 x 3 1/2 x .42 L	2'-3"	NONE	5'-2" x 2'-6"	1'-9"	7'-9"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	.44	.38	5 1/2 x 3 1/2 x .42 L	2'-6"	NONE	4'-5" x 2'-3"	2'-6"	7'-6"
Bridge, Forward Bulkhead ... ..	.44	.38	9 x 3 L	2'-6"	BRACKETS TOP & BOTTOM.	3'-6" x 3'-6"	2'-8"	7'-6"
Forecastle Bulkhead HOUSES ...	.44	.38	3 1/2 x 3 1/2 x .38 L	1'-8" to 3'-0"	NONE	5'-0" x 2'-0"	1'-3"	7'-7"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ... ..	.38	.38	3 1/2 x 3 1/2 x .42 L	2'-0"	BRACKETS AT TOP OF CASING.	4'-8" x 2'-0"	1'-6"	7'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	.38	.38	3 1/2 x 3 1/2 x .42 L	2'-0"		4'-6" x 2'-0"	2'-1"	7'-6"
Deckhouses on Flush Deck Ships ...								

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

Poop Bulkhead	Wood doors 1 3/4" thick. Can be manipulated from both sides.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	Hinged steel doors .38" thick. Secured by wedge fastenings, manipulated from both sides.
Bridge, Forward Bulkhead	Hinged steel doors .50" thick. Bolted from outside by bolts spaced 6"
Forecastle Bulkhead HOUSES ...	(Hinged steel (.38) and wood (1 1/2") doors. Can be manipulated from both sides.)
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks ... ..	.38 steel doors (7idley) and 1 1/2" hardwood doors (E.R.). Can be manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel doors .38" thick. Can be manipulated from both sides.
Deckhouses on Flush Deck Ships ...	

Ashbridge

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:— *Cargo vessel, usually trading between Australian Ports.*

Survey now held with vessel afloat and not embracing any part of special survey. *MUT.*

Builder's name and yard number *D. Hamilton & Co. Port Glasgow. Yard No. 172.*

Names of sister ships

Owners *McIlwraith McEachern Ltd.*

Fee £

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