

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 57505

having *motor* Complete Superstructure with Tonnage Opening (Aft.)

(Type of Superstructures.)

Port of Survey *Glasgow.*Date of Survey *30th Sept. 1936.*Name of Surveyor *M. Macleod.*Particulars of Classification *+100 Al.*  
*with freeboard, etc.*  
*(Class contemplated)*

Ship's Name *"DORSET COAST"* Nationality and Port of Registry *British Liverpool.* Official Number *164303* Gross Tonnage *646* Date of Build *1936.*

Moulded Dimensions: Length *199'* Breadth *33'* Depth *13.67' to second deck*  
Moulded displacement at moulded draught = 85 per cent. of moulded depth *1420.* tons  
Coefficient of fineness for use with Tables *.68 lowest in Tables. Actual .65.*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <i>13.67</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(13.70 - 13.27) × 1.531 = + .66</i>	Moulded Breadth (B) <i>33'</i>
Stringer plate <i>(3.4)</i> ... .. <i>.03</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{33 \times 12}{50} = 7.92$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <i>NIL</i>	If restricted by superstructures ✓	Ship's Round of Beam = <i>3"</i>
Depth for Freeboard (D) = <i>13.70</i>		Difference <i>4.92.</i>
		Restricted to
		Correction = $\frac{\text{Diff}^a}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{4.92}{4} \times \frac{.0093}{.65} = + .01$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <i>mean</i> ...	<i>56.30</i>	<i>56.30</i>			<i>56.30</i>
„ overhang ...					
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed... ..	<i>139.00</i>	<i>139.00</i>	<i>7' 7 1/2\"</i>		<i>139.00</i>
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft <i>4'</i> ...	<i>3.70</i>	<i>1.85 = 1/2 diff.</i>			<i>1.85</i>
„ „ forward ...					
Total ...	<i>199.00</i>	<i>197.15</i>			<i>197.15</i>

Standard Height of Superstructure *6' 0\"*

„ „ R.Q.D. ✓

Deduction for complete superstructure *25.90*

Percentage covered  $\frac{S}{L} = \frac{197.15}{199.00} = 98.85$

„ „  $\frac{S_1}{L} = \frac{197.15}{199.00} = 98.85$

„ „  $\frac{E}{L} = \frac{197.15}{199.00} = 98.85$

Percentage from Table, Line A. *98.85*  
(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 =  $25.90 \times 98.85 = - 25.60$

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>29.90</i>	1		<i>29.90</i>	<i>24 = +19</i>	<i>46.00</i>	1		<i>46.00</i>
$\frac{1}{8}$ L from A.P. ...	<i>13.305</i>	4		<i>53.32</i>	<i>12</i>	<i>20.47</i>	4		<i>81.88</i>
$\frac{2}{8}$ L „ ...	<i>3.29</i>	2		<i>6.58</i>	<i>3</i>	<i>5.06</i>	2		<i>10.12</i>
Amidships ...	-	4		-	<i>0</i>	-	4		-
$\frac{2}{8}$ L from F.P. ...	<i>6.58</i>	2		<i>13.16</i>	<i>6</i>	<i>8.03</i>	2		<i>16.06</i>
$\frac{1}{8}$ L „ ...	<i>26.61</i>	4		<i>106.44</i>	<i>24</i>	<i>32.49</i>	4		<i>129.96</i>
F.P. ...	<i>59.80</i>	1		<i>59.80</i>	<i>54</i>	<i>73.00</i>	1		<i>73.00</i>
Total ...				<i>269.10</i>	<i>+19 =</i>				<i>357.02</i>

Mean actual sheer aft = *caus.*

Mean standard sheer aft = *caus.*

Mean actual sheer forward = *caus.*

Mean standard sheer forward = *caus.*

Length of enclosed superstructure forward of amidships = *caus.*

„ „ aft of „ = *caus.*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{87.92}{18} \left( .75 - \frac{.50}{.65} \right) = - 1.22$

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 = *13.70*

Summer freeboard = *17*

Moulded draught (d) = *13.53*

Deduction for Tropical freeboard and Addition for Winter freeboard =  $\frac{d}{4}$  inches =  $\frac{13.53}{4} = 3.38 = 3\frac{1}{2}$

Addition for Winter North Atlantic Freeboard (if required) = *5 1/2*

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$  *1716*

Tons per inch immersion at summer load water line

T = *12.5*

Deduction =  $\frac{\Delta}{40T}$  inches =  $\frac{1716}{40 \times 12.5} = 3.60 = 3\frac{3}{5}$

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... .. *0.66*

Deduction for superstructures ... .. *25.60*

Sheer correction ... .. *1.22*

Round of Beam correction ... .. *0.01*

Correction for Thickness of Deck amidships ... .. *0.01*

Other corrections, scantlings, etc. ... .. *0.01*

Summer Freeboard = *- 3.22*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Steel, Deck* = *0' 2\"* (limited) *51 inches*

Tropical Fresh Water Line above Centre of Disc ... .. *3 1/2' 89"* Tropical Fresh Water Freeboard *0' 1 1/2\"* *38"*

Fresh Water Line „ „ ... .. *3 1/2' 89"* Fresh Water „ *0' 1 1/2\"* *38"*

Tropical Line „ „ ... .. *NIL* Tropical „ *0' 2\"* (limited) *51"*

Winter Line below „ „ ... .. *3 1/2' 89"* Winter „ *0' 5 1/2\"* *40"*

Winter North Atlantic Line „ „ ... .. *5 1/2' 140"* Winter North Atlantic „ *0' 7 1/2\"* *49"*

6 OCT 1936

Dorset Coast

### Particulars of Scuppers and Sanitary Discharge Pipes :—

2-5" Snappers from fuelboard deck (in Vornage Well) fitted with brass non-return valves on ships side. Geared from above Superstructure deck ✓  
All discharge & sanitary pipes fitted with brass non-return valves on ships side and efficient traps at inner end. ✓

Side Scuttles to crew space above Freeboard deck (apt.) fitted with hinged deadlights.

Rails:—  
Steel bulwarks at aft end of Superstructure deck 3'6" high.  
efficiently constructed and supported.  
Open rails on Superstructure deck in way of Hatchways (forward of Prop.) 3'6" high  
3-5<sup>1</sup>/<sub>16</sub> chains. Stanchions 5 feet apart.  
Open rails on Forecastle dk. 2 rails - Stanchions 5 ft apart. 3'6" high. ✓

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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 ... ..	26	26	4x3x30	27"-3½"	-	none		
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..								
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..	25	25	5" Flange 3 x 2½x30	3½"/36"	-	4'1" x 3'1"	18"	
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	30	26	3x3½x30	24"	Brackets at Top.	4'9" x 2'4½"	18"	✓
Deckhouses on Flush Deck Ships ...								

Poop Bulkhead ... ..	✓	<i>No opening</i>
Raised Quarter Deck Bulkhead ...	✓	
Bridge, After Bulkhead ... ..	✓	
Bridge, Forward Bulkhead ... ..	✓	
Forecastle Bulkhead ... ..		<i>Shifting Boards 2 1/2" thick in Risted Channels (full height)</i>
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓	
Exposed Machinery Casings on Superstructure Decks ... ..	✓	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..		<i>Solid Teak wood doors 1 1/2" thick to Motor Room, operated from both sides.</i>
Deckhouses on Flush Deck Ships ...	✓	

Motor room skylight of Leak strongly constructed  
Motor room & Duct & Tunnel in efficient condition

None

None.

Ventilators in exposed positions on freeboard and superstructure decks:—

Two oval vents on superstructure deck led to holds. Brannings 30" high. 14" x 36". Trunked in fore decks 10" x 32".	
Two C.I. swan-neck vents " " " Acc <sup>y</sup> in poop 30" x 8" x 4" sections.	
Two C.I. air pipe vents " " " " 30" x 2 1/2" dia	
Two C.I. " " " " " Engine Room. 30" x 3" ✓	
One C.I. " " " (under file) " " " Store Room in Pdb. 30" x 2 1/2" "	

Ventilators constructed in accordance with Rule Requirements. Wood plugs & caps supplied

Pipes in exposed positions on freeboard, raised quarter, or superstructure decks :-			
Three	Cd. Air pipes	on superstructure deck	from D.D. Tanks. 18" x 2 1/2" dia
Two	" " "	" " "	" " " 18" x 2 " "
One	" " "	" " "	" " " 18" x 2 " "
One	" " "	upper forecabin.	" F.P. Tank 18" x 2 " "
Canvas covers supplied			

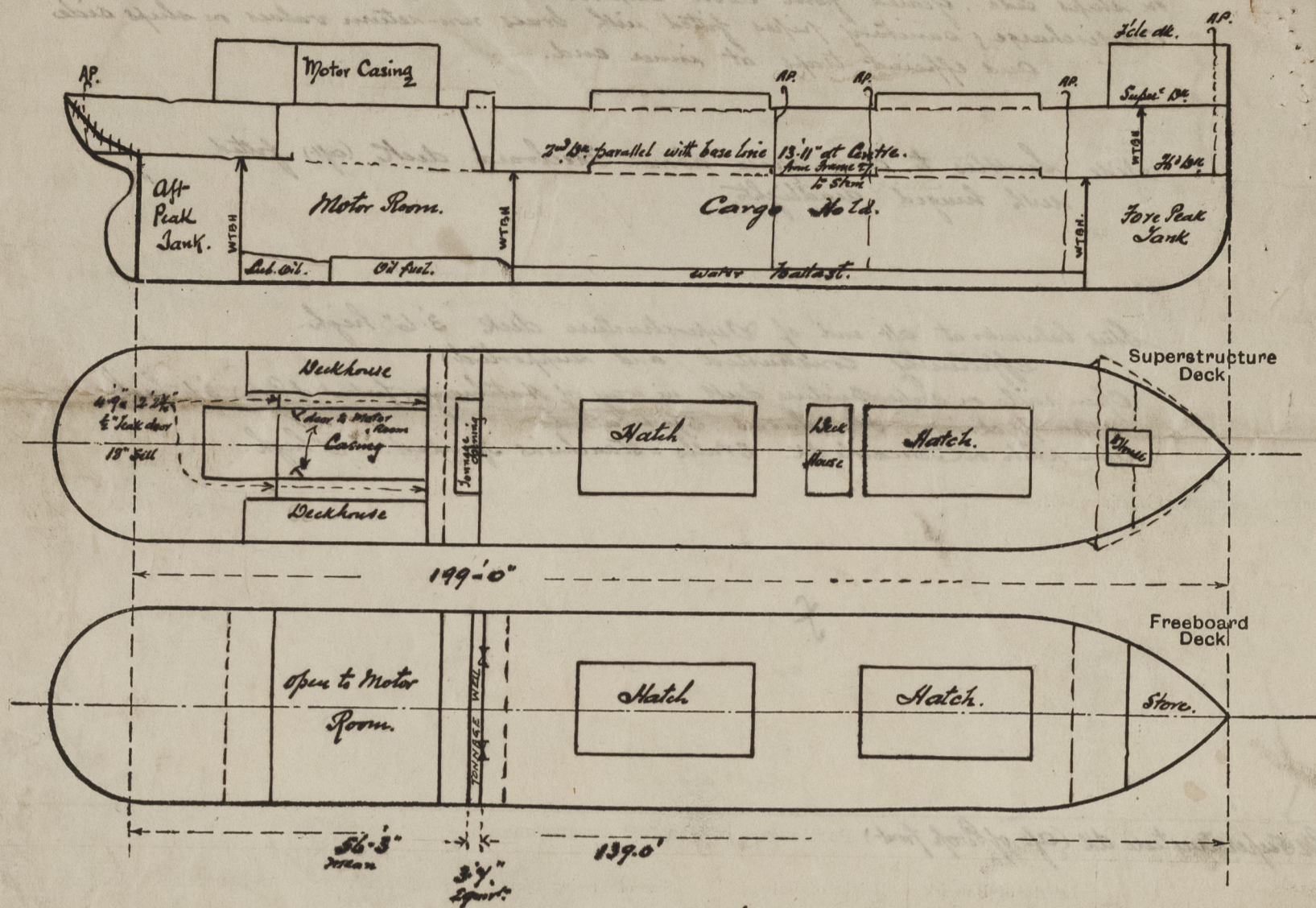
None.

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Room, operated from both sides.

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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:—

$$\frac{1.08}{7.08} \times 4 = .61$$

Submerged prop length at standard height = 54.61

Mean = 56.30

No black ports in Tonnage Well.

Use 5" Serras down non-return valves fitted in lieu of same. operated from above the Superstructure deck

Preliminary Tonnage Report Gls. No. 56695.

Approved Midship Section; Profile & Deck Plans forwarded for reference.

Builder's name and yard number Oldrossan Dockyard Ltd. No. 363.

Names of sister ships M/V "DEVON COAST". Gls. Tonnage Rep. No. 54288. London Letter No. 28.7.36.

Owners Coast Lines Ltd.

Fee £ 8 0 0.

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