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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. **31601**
(For London Office only.)

No 30875

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

Poop, Bridge and Forecastle

Port of Survey Sunderland**"EASTPOOL"**

(Type of Superstructures.)

Date of Survey April 13th 1932.Ship's Name
"EASTVILLE"Nationality and Port of Registry
British
NewcastleOfficial Number
149401.Gross Tonnage
3,709.Date of Build
1925
11 mo.Name of Surveyor Colin Bartlett.

Moulded Dimensions: Length 347.0 Breadth 48.8 Depth 26.875
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 8,875. tons
 Coefficient of fineness for use with Tables .807

Particulars of Classification +100A1.

Depth for Freeboard (D)

Moulded depth ... 26.875
 Stringer plate30
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$.03

Depth for Freeboard (D) = 26.75

Depth correction

(a) Where D is greater than Table depth ✓
 $(D - \text{Table depth}) R = (26.75 - 23.13) 2.664$
+9.66 ✓
 (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) 48.8
 Standard Round of Beam = $\frac{B \times 12}{50} = 11.71 ✓
 Ship's Round of Beam = 11.74 ✓
 Difference = .04 ✓
 Restricted to -
 Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.04^2}{4} (.5416) = -.01$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	30.04 ✓	30.04 ✓	7' 0" ✓		30.04 ✓
" overhang ...	✓				
R.Q.D. enclosed ...	✓				
" overhang ...	✓				
Bridge enclosed ...	93.33 ✓	93.33 ✓	7' 0" ✓		93.33 ✓
" overhang aft ...	✓				
" overhang forward ...	✓				
F'cle enclosed ...	34.62 ✓	34.62 ✓	7' 0" ✓		34.62 ✓
" overhang ...	✓				
Trunk aft ...	✓				
" forward ...	✓				
Tonnage opening aft ...	✓				
" forward ...	✓				
Total ...	157.99 ✓	157.99 ✓			157.99 ✓

Standard Height of Superstructure 6.97 ✓" " R.Q.D. -Deduction for complete superstructure 38.47 ✓Percentage covered $\frac{S}{L} = .4554$ ✓" $\frac{S_1}{L} = .4554$ ✓" $\frac{E}{L} = .4554$ ✓Percentage from Table, Line A. -
(corrected for absence of forecastle (if required)) -Percentage from Table, Line B. 3221 ✓
(corrected for absence of forecastle (if required)) -

Interpolation for bridge less than 2L (if required)

Deduction = 38.47 + 3221 = - 12.39 ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	44.70	1		44.70	53	53.00	1		53.00 ✓
$\frac{1}{8}L$ from A.P. ...	9.89	4		79.56	23	22.91	4		91.64 ✓
$\frac{2}{8}L$ " ...	4.92	2		9.84	5 $\frac{3}{4}$	5.73	2		11.46 ✓
Amidships ...		4			0		4		
$\frac{3}{8}L$ from F.P. ...	9.83	2		19.66	10 $\frac{1}{2}$	10.66	2		21.32 ✓
$\frac{4}{8}L$ " ...	39.98	4		159.72	42 $\frac{1}{2}$	42.65	4		170.60 ✓
F.P. ...	89.40	1		89.40	102	102.00	1		102.00 ✓
Total ...	103.80			402.28					450.02 ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{47.74}{18} (.75 - .2277) = -1.38$

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 = 26.75 ✓
 Summer freeboard = 4.72 ✓
 Moulded draught (d) = 22.03 ✓

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 5.51 ✓ 5 $\frac{1}{2}$ ✓

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 8690$ ✓

Tons per inch immersion at summer load water line

T = 351 ✓Deduction = $\frac{\Delta}{40T}$ inches= 6.19 ✓ 6 $\frac{1}{4}$ ✓at 22'-2 $\frac{1}{2}$ " ✓

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient .681.807 ✓136Depth Correction ... 9.66 ✓Deduction for superstructures ... - 12.39Sheer correction ... - 1.38Round of Beam correction ... - .01Correction for Thickness of Deck amidships ... -Other corrections, scantlings, etc. ... -

	+	-
Depth Correction	9.66	-
Deduction for superstructures	-	12.39
Sheer correction	-	1.38
Round of Beam correction	-	.01
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	9.66	13.78

Summer Freeboard = 56.73

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...
 Fresh Water Line " 190 $\frac{1}{2}$ inches ✓
 Tropical Line " 190 $\frac{1}{2}$ inches ✓
 Winter Line below " 190 $\frac{1}{2}$ inches ✓
 Winter North Atlantic Line " 190 $\frac{1}{2}$ inches ✓

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

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009040 - 009049 - 0335

Eastville

Particulars of Scuppers and Sanitary Discharge Pipes —

2. 2 $\frac{1}{2}$ " Sanitary Discharges on starboard side and
1. 2 $\frac{1}{2}$ " do on port side from
enclosed poop, fitted with flaps hinged to shell.

Particulars of Guard Rails:— Bulwarks on foreboard deck in wells 4.5 m high efficiently constructed and supported.
Guard rails on forecastle and poop 3.9 m high with 3 rods and standards 4 ft apart.
Solid bulwarks on bridge 3.8 m high efficiently constructed & supported.

Particulars of Gangways, Lifelines, etc. :- Two rows of stanchions, one port and one starboard, with steel wire set up with screws fitted in forward and after walls. ✓

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	97'-0"	45"	54"x16"	6	36.0	19.9 φ
Forward Well	92'-0"	45"	54"x16"	6	36.0	18.4 φ
<p>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 :— Hinged steel shutters. 30 lbs each</p>						
Additional area where sheer is less than standard.						

Particulars of Flush Bunker Scuttles:—

None. ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—		2 Vents on port 12" dia. Coaming		36 x 32 to Rwd	
1	on forecastle deck " " dia. Coaming	36 x 32 to stern	1	" " " 10" " "	36 x 30 to Tunnel
2	" " " " " "	36 x 32 to Rwd	5	" " " 9" " "	36 x 30 to Ports
4	" in forward well " " " "	36 x 32 to Rwd	2	" " " 6" " "	36 x 28 to Ports
2	" on Bridge deck " " " "	36 x 32 to Rwd	5	Tunnel openings 4" " "	14 x 20 to Ports
2	" " " " " "	36 x 32 to Rwd	2	Vents on port 6" " "	36 x 28 to Ports
4	" " " " " "	36 x 28 to Rwd	all Ventilators constructed in accordance with the Rules and coamings closed with wood plugs and canvas covers.		
2	" " " " " "	36 x 28 to Rwd			
2	" " " " " "	36 x 28 to Rwd			
2	" " " " " "	36 x 28 to Rwd			
6	" in aft well " " " "	36 x 32 " Rwd			

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

all air pipes fitted flush with deck and supplied with flush brass screw caps.

Particulars of Gangway Cargo and Coaling Ports:—

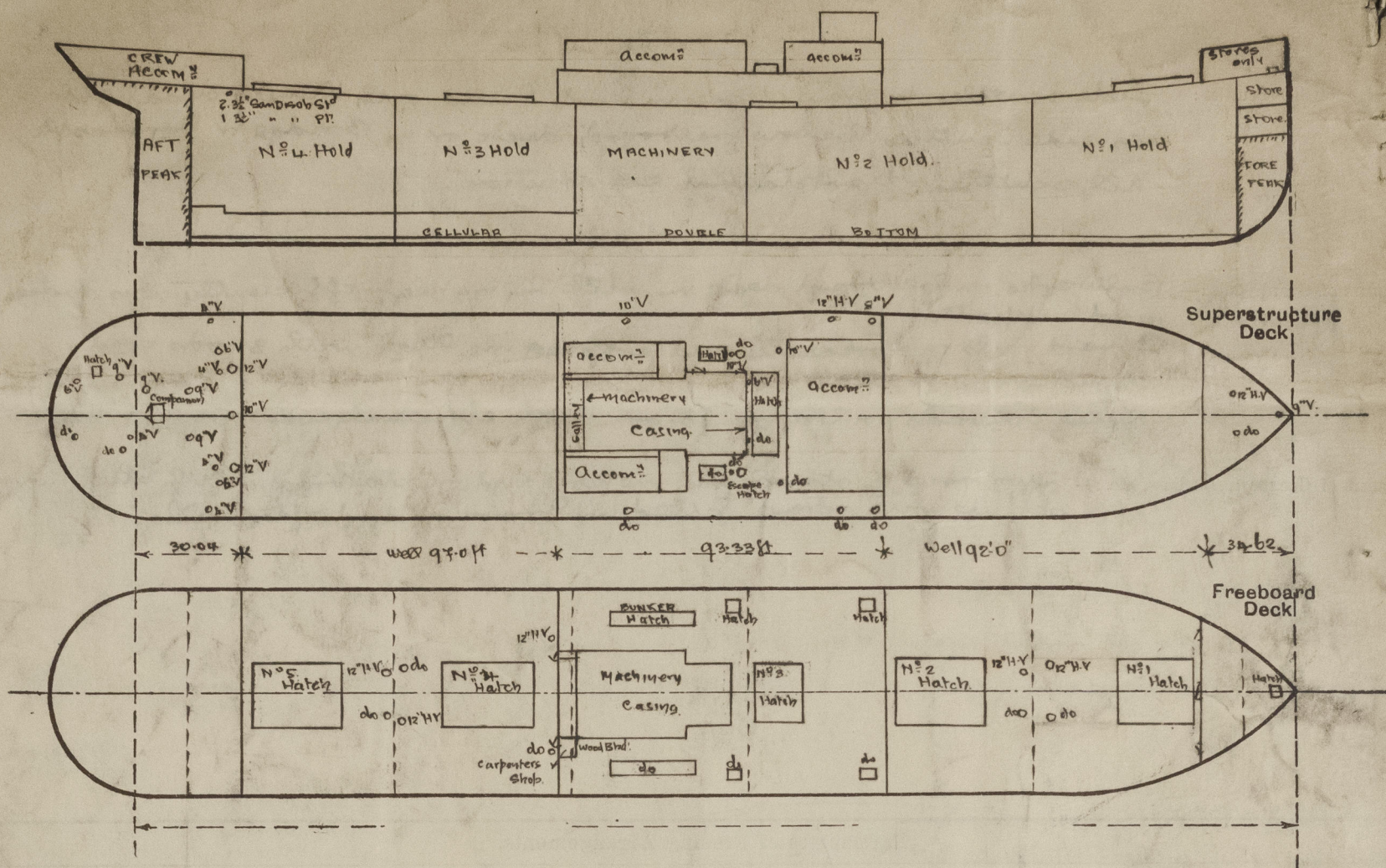
None ✓

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	30✓	30✓	6×3×40L*	30"✓	none✓	none	✓	✓
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead	30✓	30✓	6×3×42L*	36"✓	none✓	35"×46" 24"×53"	36"✓	✓✓
Bridge, Forward Bulkhead	34✓	32✓	9×3×50 B. 1	30"✓	Bulged	none	✓	✓✓
Forecastle Bulkhead	32✓	32✓	6×3×40L*	42"×50"✓	none	40"×47" 240"×50"	23"✓	✓
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	none✓	none✓						
Exposed Machinery Casings on Super-structure Decks	30✓	30✓	4½×3×34	29"✓	none✓	53×24.	18"✓	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	19×28	30✓	4½×3×34	56"✓	none✓	18×36 20×36	18"✓	✓
Deckhouses on Flush Deck Ships ...	✓							

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

Poop Bulkhead	...	...	None.
Raised Quarter Deck Bulkhead	...	✓	One steel door .30. ✓
Bridge, After Bulkhead	...	...	One 2 1/2" Wood door (solid) to Stone only. Steel door worked from both sides. Wood door worked from one side.
Bridge, Forward Bulkhead	...	...	None. Spanning.
Forecastle Bulkhead	...	...	Side door .30 steel opened from both sides. Centre 2 1/2" Solid Wood door to stone. Worked from one side.
Exposed Machinery Casings on Free-board or Raised Quarter Decks	...	...	✓
Exposed Machinery Casings on Super-structure Decks	...	...	Steel doors .30 bulk. Worked from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	...	Steel doors .30 bulk. Worked from both sides. ✓
Deckhouses on Flush Deck Ships	...	...

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:—

Draught.	Displacement.	T.P.S.
21.0	8,162.	35.0.
22.0	8,583.	35.1.
23.0	9,005.	35.2.

Builder's name and yard number J. Readhead & Sons Ltd: No: 481.

Names of sister ships

Owners Balls and Stansfield Ltd.

Fee £ 11 : 18 : 0.

Received by me



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