

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, R.Q.D. and Greendale

having R.Q.D. and Greendale

(Type of Superstructures)

Port of Survey Lytle

Date of Survey 23rd May 1932

Name of Surveyor L. Moffatt

Particulars of Classification B 100 A1
bargo battens not fixed.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
"Jellicoe Rose"	Bn. Liverpool	143642	1118	1930

Moulded Dimensions: Length 220' Breadth 34' Depth 15'6"

Moulded displacement at moulded draught = 85 per cent. of moulded depth 2110 tons

Coefficient of fineness for use with Tables .750

<p>Depth for Freeboard (D)</p> <p>Moulded depth ... <u>15'6"</u></p> <p>Stringer plate ... <u>.45</u></p> <p>Heating on exposed deck</p> <p>$T \left(\frac{L-S}{L} \right) =$</p> <p>Depth for Freeboard (D) = <u>15'5.4"</u></p>	<p>Depth correction</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = $(15.54 - 14.67) 1.692$ = $.87 \times 1.692 = +1.47$</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R =</p> <p>If restricted by superstructures</p>	<p>Round of Beam correction</p> <p>Moulded Breadth (B) <u>34.0</u></p> <p>Standard Round of Beam = $\frac{B \times 12}{50} = 8.16$</p> <p>Ship's Round of Beam = <u>8"</u></p> <p>Difference <u>Deficient</u> = <u>.16</u></p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.16}{4} \left(1 - \frac{.3295}{15.6705} \right) = +.01$</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	107.83'	107.83'	4'		107.83'
" overhang ...					
Bridge enclosed ...	15.33'	15.33'	7'		15.33'
" overhang aft ...					
" overhang forward ...	24.34'	24.34'	7'		24.34'
F'cle enclosed ...	28'				
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	147.50	147.50			147.50

Standard Height of Superstructure 6.0'

" " R.Q.D. 3.80'

Deduction for complete superstructure 28.00'

Percentage covered $\frac{S}{L} = 67.05\%$

" " $\frac{S_1}{L} = 67.05\%$

" " $\frac{E}{L} = 67.05\%$

Percentage from Table, Line A. 57.98%
(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 = $28.00 \times 57.98 = -16.23'$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	32.00	1		32.00	33.4	33.00	1		33.00
$\frac{1}{4}$ L from A.P. ...	14.24	4		56.96	14.00	14.22	4		56.88
$\frac{3}{4}$ L " ...	3.52	2		7.04	3.75	3.55	2		7.10
Amidships ...		4			0		4		
$\frac{3}{4}$ L from F.P. ...	4.04	2		8.08	7.5	7.29	2		14.58
$\frac{1}{4}$ L " ...	28.48	4		113.92	29.5	29.22	4		116.88
F.P. ...	64.00	1		64.00	65.00	65.00	1		65.00
Total ...				288.00					302.64

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{14.64}{18} \left(\frac{75-33.52}{2} \right) = 34'$

If limited on account of midship superstructure.

$34 \times \frac{16}{20} = 27'$

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Actual Ht. of R.Q.D. = 4.0'

Stand. " = 3.8'

$2 \times 12 = 2.40$

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 15.54'

Summer freeboard = 1.08'

Moulded draught (d) = 14.46'

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.61' 3.5'

* Addition for Winter North Atlantic Freeboard (if required) = 2"

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

$3\frac{1}{2}"$

TABULAR FREEBOARD corrected for Plush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
26.60	
27.97	
	16.23
	27
	2.01
	2.7
1.48	16.50
	-15.02

Summer Freeboard = 12.95'

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

Tropical Fresh Water Line above Centre of Disc ...	Y 178
Fresh Water Line " " ...	3.5' 89
Tropical Line " " ...	3.5' 89
Winter Line below " " ...	3.5' 89
Winter North Atlantic Line " " ...	5.140

Tropical Fresh Water Freeboard ...	26.20
Fresh Water " " ...	9.5
Tropical " " ...	9.5
Winter " " ...	1.42
Winter North Atlantic " " ...	5.140

23 MAY 1932

Jellicoe Rd

Particulars of fiddle, funnel and ventilator coamings:— Blockhold gratings covered by strong steel hinged covers. Fiddle and funnel vents in efficient condition. Engine skylight of steel strongly constructed. Bunker Hatch adjacent to Fiddle Lap, 18'1" x 7'8" with coaming 8" high, fitted with 4 a. w. pine hatches 3 1/2" thick, 2 tarpaulins, cleats 27" apart, battens & wedges good. No beam or fore & afters.

Particulars of Companionways:— One steel companionway on Bridge Deck leading through Bridge House to Euc. Bridge Space accommodation. Size of Bridge House 14'x12'6" x 7' high. - opening 4'6" x 1'10" sill 15". Teak wood door (hinged) 1½" fitted with spring lock, opening both sides.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—					
1	6" air pipe on fore beam	30" high	X 4½"	dia from fore Peak Tank.	Sufficient no plugs or sniffling holes
1	" " " " fore beam	20" "	X 4"	No 1 S.B. Tank.	
2	" " " " " "	23" "	X 3"	No 2 " "	
2	" " " " " "	23" "	X 3"	No 3 " "	
1	" " " " " "	7" 30"	X 3"	aft Peak " "	

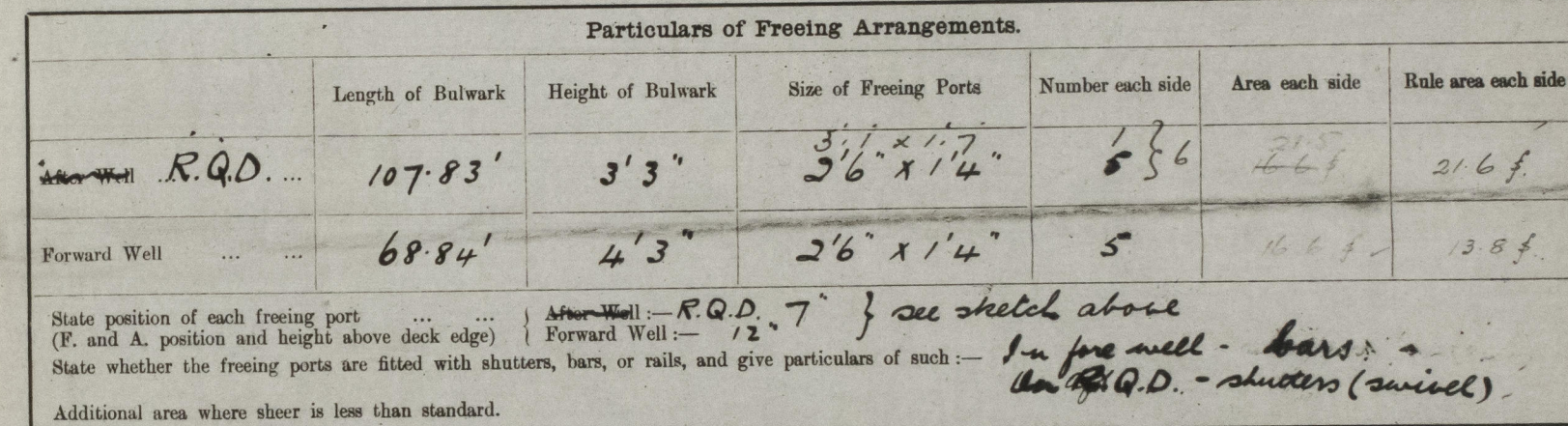
Particulars of Scuppers and Sanitary Discharge Pipes

Particulars of Side Scuttles:

Particulars of Guard Rails:— On Heastle Deck: 2 rails in stanchions 3 ft high 5 ft apart—
 The four stanchions are portable & fitted with chains (Rails to be repaired or renewed on T.S.)
 In Fore Well: steel bulwarks 3' 3" high efficiently stayed.
 On R.Q.D. " " 4' 3" " "
 On Bridge Deck " " 3' " " stiffened

Particulars of Gangways, Lifelines, etc. :—

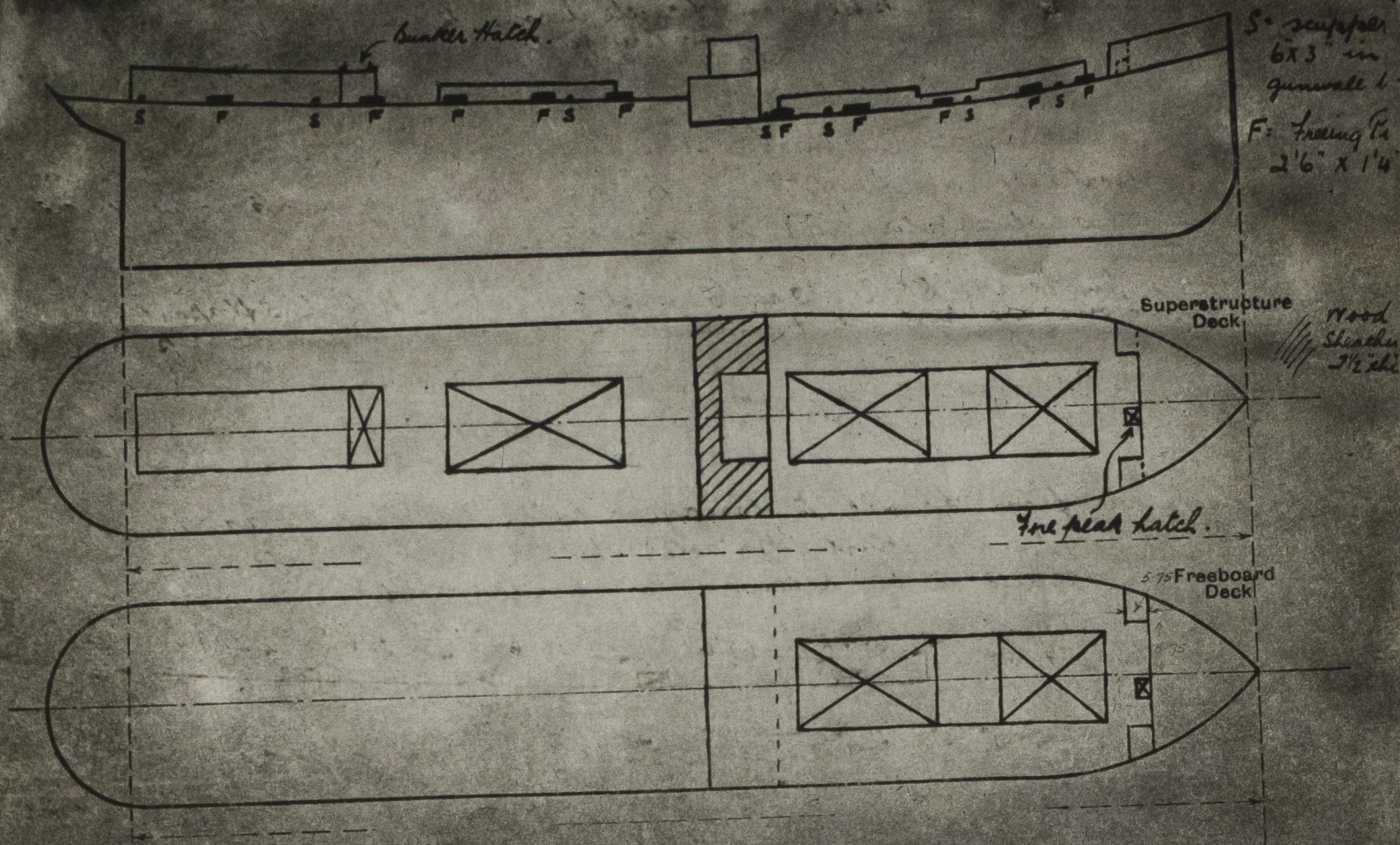
Particulars of Gangways, Lifelines, etc. :-
Gangway fitted from Lcassle to Bridge - hatch top used as gangway.
Stanchions 4'3" high 8'6" apart (portable) fitted in P.S. hatch stiffener. *Lcassle used*
Stanchion sockets to be renewed or made good.



Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Bow Bulkhead	no openings
Raised Quarter Deck Bulkhead	no openings
Bridge, After Bulkhead	no openings
Bridge, Forward Bulkhead	no openings
Forecastle Bulkhead	no openings
Exposed Machinery Casings on Deck	no openings
Exposed Raised Quarter Decks	no openings
Exposed Machinery Casings on Superstructure Decks	no openings
Machinery Casings within Superstructures not fitted with Closing Appliances	no openings
Deckhouses on Flag Deck Ships	no openings

Superstructure, including deckhouses, cabins, cargo and loading hatchways, and thickness of sheathing on the freeboard deck, gangway, cargo and
loading ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—

Vessel measured & examined in dry dock, during S.S. No 3.



Builder's name and yard number *J. Fullerton & Co. Paisley.*

Names of sister ships *"Haig Rose"*

Owners *R. Hughes & Co. Liverpool.*

Fee £ *8* : *10* : *-* Received by me



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