

Great Lakes Freeboard

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Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No.
Port of Survey... Rochester, N.Y.
Date of Survey... July 1938
Name of Surveyor... R.G. Kennedy

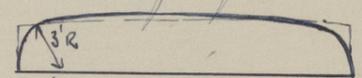
S.S. M.S.	Ship's Name. <i>Dolomite #</i>	Port of Registry and Nationality. <i>Rochester U.S.A.</i>	Official Number. <i>237713</i>	Gross Tonnage. <i>2189</i>	Date of Build. <i>1938</i>	Particulars of Classification. <i>(Contemplated)</i>
	Number in Register Book.....					<i>+100A1.</i>
Owner.	<i>Dolomite # Corp.</i>	Builder.	<i>Dolomite Marine Corp.</i>			<i>For Service on the Great Lakes</i>
	Moulded dimensions <i>290.57' x 43.33' x 21.00'</i> (85% = <i>17.85'</i>)					Hull No. <i>3</i>
	Moulded displacement at a moulded draught of 85 per cent. of moulded depth <i>57.93 Tons</i>					
	Coefficient of fineness for use with tables <i>904</i> (Rule limit <i>86</i>)					

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
⊗ Moulded depth (equivalent) in accordance with Rule 35 Section A of Regulation	<i>20.48</i>	(a) When D is greater than $\frac{L}{15}$	$(D - \frac{L}{15}) \times R = (20.48 - 19.39) 2.236 + 2.44 = 2.53$	Standard $\frac{\times 12}{50} = \dots$	\dots
Stringer plate	\dots	(b) When D is less than $\frac{L}{15}$ (if allowed)	$(\frac{L}{15} - D) \times R = \dots$	Ship \dots	$\dots 3''$
Sheathing in wells	\dots	If restricted by height of superstructures	\dots	Difference \dots	\dots
$T \left(\frac{L-S}{L} \right) =$	\dots			Restricted to \dots	\dots
Depth D =	<i>20.48</i>			Allowance = $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) =$	\dots

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S _e (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed	<i>54.83</i>	<i>54.83</i>	<i>2.87</i>	<i>2.87/4.55</i>	<i>34.65</i>
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunks forward					
" aft					
Tonnage opening					
Total =	<i>54.83</i>	<i>54.83</i>			<i>34.60</i>
Length of ship (L) =	<i>290.57</i>	<i>290.57</i>			<i>290.57</i>
% Covered... =	<i>18.88</i>	<i>18.88</i>			<i>11.913</i>
Corresponding %, corrected for absence of forecastle if required	\dots	\dots			\dots
Allowance ... =	<i>34.70</i>	$\times .0834$			<i>- 2.89</i>

⊗ Calculation for equivalent depth



Actual midship area above 18' WL.
 $= \left\{ (B-6') \times 3 + \frac{\pi \times 3^2}{2} \times \frac{3}{12} \times \frac{2}{3} (B-6') \right\}$
 $= 112 + 14.13 + 6.22 = 132.35 \text{ sq ft}$

Area under normal camber = $\frac{2}{3} \times \frac{10.4}{12} \times 43.33 = 25.04 \text{ sq ft}$

Remaining area = $132.35 - 25.04 = 107.31 \text{ sq ft}$

Equivalent moulded depth = $18' + \frac{107.31}{43.33} = 20.48'$

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1		<i>39.06</i>		1	
2				4	
3				2	
4	<i>No Sheer</i>			4	
5				2	
6				4	
F.P. 7		<i>78.12</i>		1	

If excess sheer forward and deficient sheer aft:-

Actual sheer aft / Standard sheer aft = *Deficient*

Actual sheer forward / Standard sheer forward = *Deficient*

Mean effective sheer ... = *18*

Standard sheer .05 L + 5 = *75.0944*

Difference (Df) ... = *19.53*

Allowance = $Df \times \left(.75 - \frac{S}{2L} \right) = 19.53 \times .6556 = 12.80$

If limited on account of amidship superstructure ... = \checkmark

If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... = \checkmark

Length of enclosed superstructure L

Forward of amidships = *Nil*

Aft of amidships = *Nil*

DRAFTS.

Moulded Depth D =	<i>21'-0"</i>
Stringer Plate = (or Wood Deck)	<i>21'-0"</i>
Freeboard	<i>4'-9 3/4"</i>
Moulded draught	<i>16'-2 1/4"</i>
Addition for keel below base line	<i>3/4"</i>
Extreme draught	<i>16'-3"</i>

F. W. ALLOWANCE

Displacement =	
Tons per inch =	
40 x =	

TABULAR FREEBOARD

Corrected for Coefficient	$\frac{.86 + .68}{1.36} = \frac{1.54}{1.36}$	<i>34.61²</i>
Correction for Depth	\dots	<i>39.20</i>
" Superstructures	\dots	
" Sheer	\dots	
" Camber	\dots	
" Thickness of deck	\dots	
" Scantlings, etc. (actual depth)	\dots	
Summer Freeboard =	\dots	<i>57.79</i>

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

Tropical Fresh Water Line (above center of Disc)	\checkmark	Tropical Fresh Water Freeboard	\dots
Fresh Water Line	\checkmark	Fresh Water	\dots
Tropical Line	<i>below</i>	Tropical	$\dots 5'-1 3/4"$
Winter Line	\checkmark	Winter	$\dots 5'-5 3/4"$
Winter North Atlantic Line	\checkmark	Winter North Atlantic	\dots

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4'-9 3/4"

See Regulation

Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce.
(These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? No
 Has the ~~poop or~~ raised quarter deck an efficient steel bulkhead at the fore end? Yes
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) None
 Has the bridge an efficient steel bulkhead at the fore end? No bridge
 Give particulars of the means of closing the openings in this bulkhead ✓
 Has the bridge an efficient steel bulkhead at the after end? ✓
 Give particulars of the means of closing the openings in this bulkhead ✓
 Has the forecastle an efficient steel bulkhead at the after end? No forecastle
 Give particulars of the means of closing the openings in this bulkhead ✓
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? yes, R.Q.D.
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? ✓
 Give thickness of plating, scantlings and spacing of stiffeners ✓
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	<u>3/8</u>			
Scantlings of stiffeners				
Spacing of stiffeners, and if bracketed				
Height of sills of openings above deck				

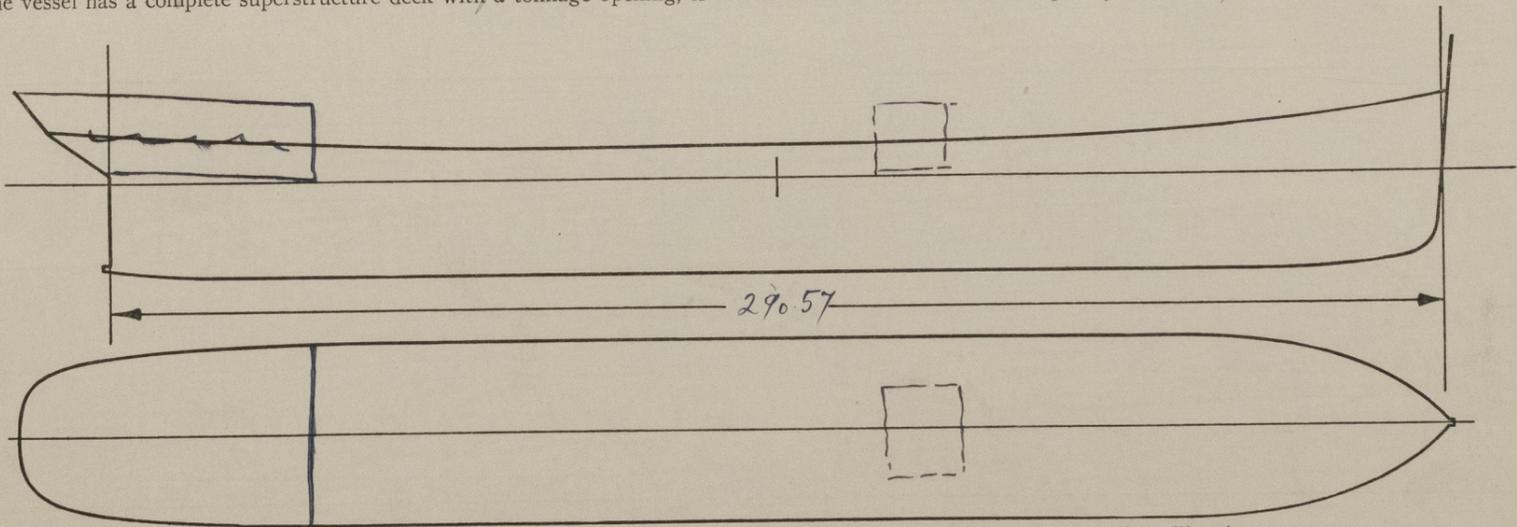
Particulars of weather deck hatchways.

(In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges.)

Position and Size.	1 hatch to forehold		10 hatches to wing tanks 30" dia							
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	<u>6'</u>	<u>as</u>	<u>6"</u>	<u>as</u>	<u>Also sundry</u>					
Thickness	Sides.....	<u>1/2"</u>	<u>1/2"</u>	<u>approved</u>	<u>Small Hatches</u>					
	Ends.....	<u>1/2"</u>	<u>"</u>	<u>approved</u>	<u>to fore peak</u>					
SHIFTING BEAMS OR WEB PLATES.	Number.....				<u>Cofferdams +</u>					
	Section and Scantlings.....	<u>None</u>	<u>None</u>		<u>pumprooms</u>					
	Material.....				<u>24" - 36" dia.</u>					
* FORE AND AFTERS.	Number.....				<u>6" coaming</u>	<u>3/8" - 1/2" thick</u>				
	Section and Scantlings.....	<u>None</u>	<u>None</u>		<u>plate covers</u>	<u>1/2" thick</u>				
	Material.....									
HATCHES Thickness	<u>5/16 Plats</u>	<u>as</u>	<u>Plats 3/8"</u>	<u>as</u>	<u>All as approved</u>					
Remarks.....	<u>5x24 5/16 reserved angle stiffeners spaced 30"</u>	<u>approved</u>		<u>approved</u>						

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes
 Are hatchway coamings stiffened in accordance with Rule 9? Yes
 Length of bulwarks in wells—forward: _____ feet; aft: _____ feet. Open rails
 Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.
 No. Ft. × Ft.
 Particulars of freeing ports fitted { forward } _____ = _____ sq. ft.
 on each side of vessel { after } _____ = _____ sq. ft.
 Are Rules 23 and 24 complied with as far as practicable? Yes
 Are air pipes to tanks in accordance with Rule 25? Yes
 Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes
 In oil tankers, what is the extent of the fore and aft gangway? None Crew life * Are the crew berthed in the forecastle? (Rule 96) No
 Is the gangway strong and efficiently braced fore and aft? _____ State spacing of supports _____ feet.
 In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100) Open rails
 Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes
 * While vessel is engaged on the Lake a temporary pilot house is fitted amidships with lifelines from R.Q.D. to Pilot house. Before the vessel operates on the Coast a forecastle and permanent pilot house on R.Q.D. will be fitted.
 If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).
Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: None
 Fee: \$50.00 Expenses (if any) ✓

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