

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

 Index No. **20335**  
 (For London Office only.)
Computation of Freeboard for Steamer, Sailing Ship, Tanker *Passenger Certificate*

having

*Nil*

(Type of Superstructures.)

Port of Survey *London*Date of Survey *2<sup>nd</sup> Nov. 1932*Name of Surveyor *Chas. H. Stocks*

Ship's Name

*S.S. "SUN III"*

Nationality and Port of Registry

*British  
London*

Official Number

*129020*

Gross Tonnage

*197*

Date of Build

*1909-7*Moulded Dimensions: Length *100-0*Breadth *25-6*Depth *12-0**460*

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

Coefficient of fineness for use with Tables

*0.621**68 lines in tables*Particulars of Classification *+100A1**S.S. Hull No 3-10-20 For Towing Purposes  
S.S. Lon No 2-29*

## Depth for Freeboard (D)

Moulded depth ... .. *12.00*Stringer plate ... .. *0.3*Sheathing on exposed deck *2 1/2*

$$T \left( \frac{L-S}{L} \right) = .21 \times \frac{33.33}{99.75} = .07$$

Depth for Freeboard (D) = *12.10*

## Depth correction

(a) Where D is greater than Table depth

(D - Table depth) R =

$$(12.10 - 6.66) .767 = 4.17$$

(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) *25.5*Standard Round of Beam =  $\frac{B \times 12}{50} = 6.12$ Ship's Round of Beam = *9*Difference *2.88 Excess*

Restricted to

Correction =  $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{2.88}{4} = .72$ 

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..					
„ overhang aft ... ..					
„ overhang forward ... ..					
Fore enclosed ... ..					
„ overhang ... ..					
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ forward ... ..					
Total ... ..					

Standard Height of Superstructure *6.0*

„ „ R.Q.D. ... ..

Deduction for complete superstructure

Percentage covered  $\frac{S}{L} =$ „ „  $\frac{S_1}{L} =$ „ „  $\frac{E}{L} =$ 

Percentage from Table, Line A.

(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 = *nil*

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<i>19.97</i>	<i>1</i>		<i>19.97</i>	<i>31.00</i>	<i>19.97</i>	<i>1</i>		<i>19.97</i>
1/2 L from A.P. ... ..	<i>8.89</i>	<i>4</i>		<i>35.56</i>	<i>16.00</i>	<i>8.89</i>	<i>4</i>		<i>35.56</i>
3/4 L „ ... ..	<i>2.20</i>	<i>2</i>		<i>4.40</i>	<i>6.50</i>	<i>2.20</i>	<i>2</i>		<i>4.40</i>
Amidships ... ..		<i>4</i>					<i>4</i>		
3/4 L from F.P. ... ..	<i>4.39</i>	<i>2</i>		<i>8.78</i>	<i>-3.00</i>	<i>-3.00</i>	<i>2</i>		<i>-6.00</i>
1/2 L „ ... ..	<i>17.78</i>	<i>4</i>		<i>71.12</i>	<i>2.00</i>	<i>2.00</i>	<i>4</i>		<i>8.00</i>
F.P. ... ..	<i>39.95</i>	<i>1</i>		<i>39.95</i>	<i>32.00</i>	<i>32.00</i>	<i>1</i>		<i>32.00</i>
Total ... ..				<i>179.78</i>					<i>93.93</i>

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{85.85}{18} \times .75 = +3.58$$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

## 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

Depth Correction ... ..

Deduction for superstructures ... ..

Sheer correction ... ..

Round of Beam correction ... ..

Correction for Thickness of Deck amidships ... ..

Other corrections, scantlings, etc. ... ..

	+	-
Depth Correction ... ..	<i>4.17</i>	
Deduction for superstructures ... ..		
Sheer correction ... ..	<i>3.58</i>	
Round of Beam correction ... ..		<i>.72</i>
Correction for Thickness of Deck amidships ... ..		<i>.84</i>
Other corrections, scantlings, etc. ... ..		
Summer Freeboard =	<i>17.66</i>	

## 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 „ „ ... ..	
Tropical Line „ „ ... ..	
Winter „ „ ... ..	
Winter „ „ ... ..	

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

*1906 Freeboard  
unadjusted*

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HATCHWAYS ON FREEBOARD ~~AND SUPERSTRUCTURE DECK~~

\*Are wood fore and afters steel shod at all bearing surfaces? ✓  
Are battens and wedges efficient and in good condition? yes  
Are tarpaulins in good condition and in accordance with rule requirements?  
Are lashings provided in accordance with rule requirements?

Particulars of fiddley, funnel and ventilator coamings:—

nd ventilator coverings:— of substantial construction and efficient condition.  
Fidley top openings fitted with gratings & hinged steel covers  
Four goose-neck vents 12" dia 10 x .25

Particulars of Flush Bunker Scuttles:—

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Particulars of Companionways :

For 1st Comp. Entrance by steel hinged doors  $3'11" \times 1'10"$  operated both sides.  
Sill  $20"$  - in steel deckbeams forward.  
After Access: Deck opening  $6'0" \times 5'0"$  Steel casing  $3'11" \times 20"$  - 2" teak top fitted  
with  $2'3" \times 2'2"$  sliding top 1" teak and  $1\frac{1}{2}"$  teak door  $2'1" \times 1'8"$  Sill  $16"$   
operated both sides.  
Engine Room Entrance: - from top of h.l. casing - sliding 1" teak top  $2'6" \times 2'2"$   
operated both sides.

Particulars of Ventilators in exposed positions on freeboard operated with sea and superstructure decks :-

*Rel T.V. type* {  $8\frac{1}{2}$  to  $5\frac{1}{2}$ " dia Height  $16\frac{1}{2}$  to  $2\frac{1}{2}$ " x .25  
 $1\frac{1}{2}$ " " "  $18\frac{1}{2}$  to " " " " "  
 $2\frac{1}{2}$ " " "  $20\frac{1}{2}$  to " " " " "

*Ordinary type -*  $5\frac{1}{2}$ " dia Height  $24\frac{1}{2}$ " x .25 to After Cabin

No temporary closing appliances.

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

All S.H. type 1 1/2 to 2" dia. Aft Peak 18" x .25"  
 Fore Peak 16" x .20"  
 Deep Tank 14" x .20"  
 No ~~temporary~~ <sup>Expendable</sup> closing appliances

Particulars of Gangway Cargo and Coaling Ports :—

Kil

Particulars of Scuppers and Sanitary Discharge Pipes:

Sanitary discharges fitted with storm valves.  
Discharging below water by ejector pump with pressure down valves.

Particulars of Side Scuttles :—

K. 2.

Particulars of Guard Rails :—

25 Barbours for raft 36" high with 5" B.A. Long & stiffer at mid depth & supported by 24" stays spaced about 5'.

Particulars of Gangways, Lifelines, etc. :—

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## 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 <i>For &amp; Aft</i> ...	✓	36"	2'0" x 1'0"	4	8'0" ft <sup>2</sup>	
Forward Well ...	-	also 3 flush deck scupper 6" x 4" in midship & length.				

State position of each freeing port ... } After Well: —  
(P. 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: — *See page 4* *See 8"*

Additional area where sheer is less than standard. *Note: - Freeing ports are temporarily closed by bolted cover plates against damage whilst on river & barge work - removed at sea*

## 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 ... ..	✓							
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ... ..	✓							
Bridge, Forward Bulkhead ... ..	✓							
Forecastle Bulkhead ... ..	✓							
Trunk, Aft ... ..	✓							
Trunk, Forward ... ..	✓							
Exposed Machinery Casings on Free-board <del>on Raised Quarter Deck</del> ...	✓							
Exposed Machinery Casings on Super-structure Decks ... ..	✓							
Machinery Casings within Superstruc-tures not fitted with Class I Closing Appliances ... ..	✓							
Deckhouses on Flush Deck Ships ...	✓							

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

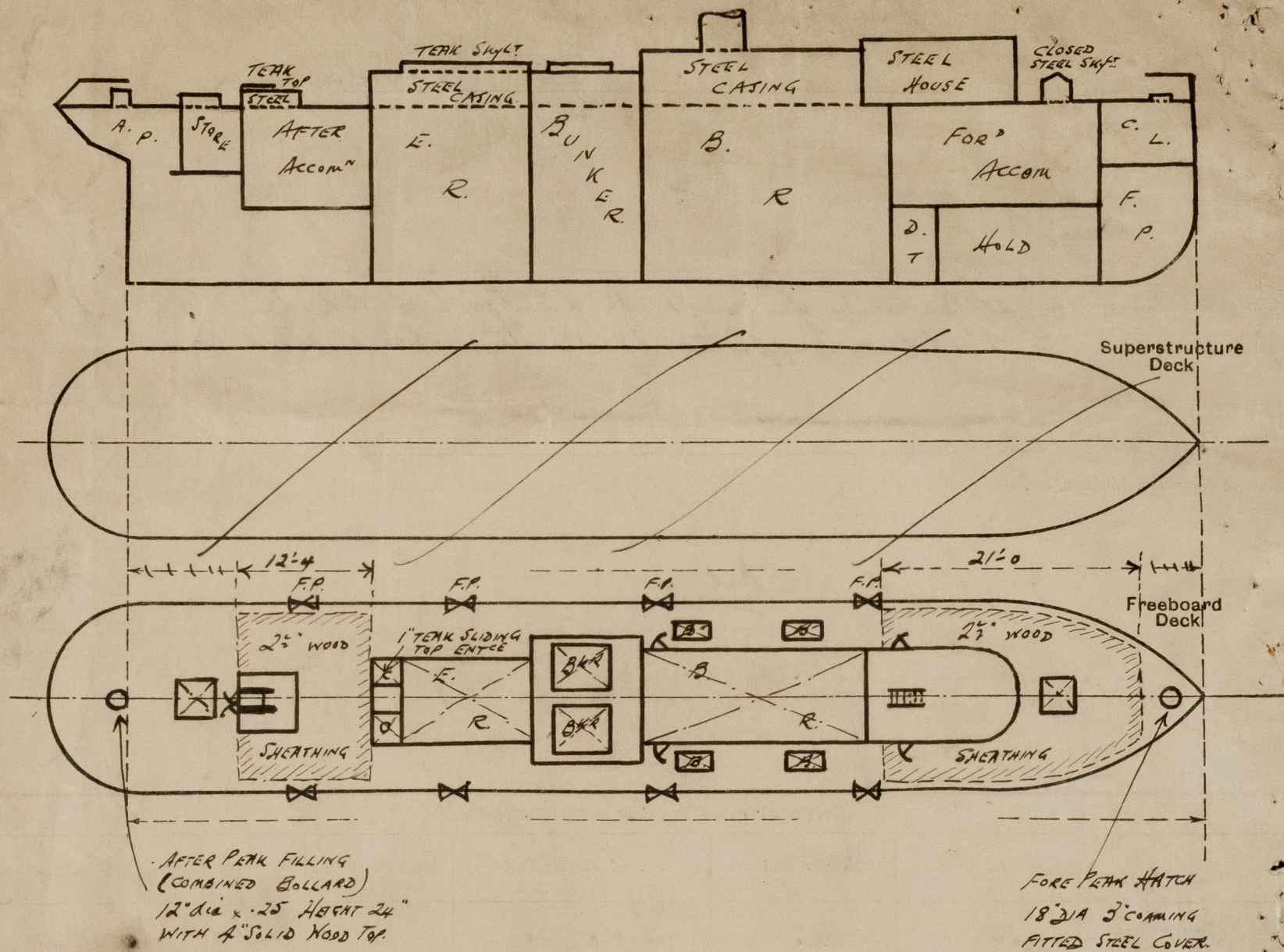
Schedule of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ... ..	✓
Bridge, Forward Bulkhead ... ..	✓
Forecastle Bulkhead ... ..	✓
Exposed Machinery Casings on Freeboard <del>on Raised Quarter Decks</del> ...	✓
Exposed Machinery Casings on Superstructure Decks ... ..	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	-
Deckhouses on Flush Deck Ships ...	✓

*Steel hinged doors to stokehold operated both sides*

✓ Steel hinged doors to stockhold operated both sides



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:—

Freeboard survey of float  
S.S. 2<sup>nd</sup> N° 3 in hand, remarking of freeboard to be deferred  
for completion of survey. omit

Builder's name and yard number

Jess<sup>2</sup> Earle's S.A. & C. L<sup>1</sup> N° 557

Names of sister ships

Sun II — yard N° 556

Owners

M. H. J. Alexander L<sup>1</sup> omit

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Received by me

(10 NOV 1932)



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