

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>London</u>	
having <u>Forecastle</u>					Date of Survey <u>26/10/33.</u>	
(Type of Superstructures.)					Name of Surveyor <u>Prof. M. L. L.</u>	
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>+ 100 A. 1.</u>	
<u>PRINCE'S CHANNEL.</u>	<u>British</u> <u>London</u>	<u>132648</u>	<u>583</u>	<u>1911</u> <u>12</u>	<u>After Berge for Channel</u> <u>Purposes</u>	
Moulded Dimensions: Length <u>173.7.</u> Breadth _____ Depth _____						
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons						
Coefficient of fineness for use with Tables _____						

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ =
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) =$

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					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Forecastle enclosed <u>open</u>	<u>18.0</u>		<u>6.0</u>		
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure
" " 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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1					1		
$\frac{1}{8}L$ from A.P.		4					4		
$\frac{2}{8}L$ "		2					2		
Amidships		4					4		
$\frac{2}{8}L$ from F.P.		2					2		
$\frac{1}{8}L$ "		4					4		
F.P.		1					1		
Total									

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

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 = 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

$$T =$$

$$\text{Deduction} = \frac{\Delta}{40T} \text{ inches}$$

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.	...	...	...	...

Summer Freeboard =

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 Line	below	"
Winter North Atlantic Line	"	...

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

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS						
Description of Hatchway	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...
	Thickness	...	...	...	...	...
	Stiffeners	...	...	...	...	...
	Brackets, Stays	...	...	...	...	...
HATCH BEAMS	Number	...	...	...	...	...
	Spacing	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...
	Bearing Surface	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...
	Spacing	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...
	Scantling* and Sketch	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...
	Thickness	...	...	...	...	...
	How fitted	...	...	...	...	...
	Bearing Surface	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...
<p>*Are wood fore and afters steel shod at all bearing surfaces? <i>none fitted.</i></p> <p>Are battens and wedges efficient and in good condition? <i>Yes.</i></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <i>-</i></p> <p>Are lashings provided in accordance with rule requirements? <i>-</i></p>						

Particulars of fiddley, funnel and ventilator coamings:—

Fiddley gratings fitted with steel covers permanently attached.
Ventilator & funnel coamings in efficient condition.
Engine room skylight steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

none

Particulars of Companionways:—

On freeboard deck shaft 9' ele. 2 in 10 of wood with 12" x 40 steel coamings each with single hinged wood door 3' x 2', sill 17", and locking fitting doors operable both sides. Companionway give access to accommodation. 4 skylights to accommodation strongly constructed, 2 being attached to Companionway.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

Freeboard deck:—
2 - 12" dia. to acco. } 36" coamings.
1 - 9" " " " " " "
1 - 9" " " " " " "
4 - 6" H.Y. to acco. }
8 - 4" G.N. to air space 15" high.
4 - 3 1/2" G.N. to bunkers 18" high.
No means of closing provided
wood plugs & canvas covers

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

1 - 3 1/2" dia G.N. to after peak space 18" high.
2 - 2" " " G.N. to Ballast tanks 18" high.
no means of closing provided
canvas covers

Particulars of Gangway Cargo and Coaling Ports:—

none



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Particulars of Scuppers and Sanitary Discharge Pipes:—

Discharges from W.Cs on 7th deck fitted with storm valves.

Particulars of Side Scuttles:—

none

Particulars of Guard Rails:—

Deck:— 2 bar war rails 3'-6" high, stanchions 4'-6" apart.
Aboard hopper, single chain 3'-0" , portable stanchions 5'-6" apart.

Particulars of Gangways, Lifelines, etc.:—

Hopper are beam forms permanent gangway from navigating bridge to forward of hopper near compass and Acc^y.
Fitted with iron rail & stanchions. Acc beam supported by 9" dia pulley & a new W.T. Bulthead.

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	155.75'	3'-0"	30" x 12"	2	5	24.32
Forward Well		3'-0"	30" x 12"	1	2.5	
<div> <div> State position of each freeing port { After Well:— 17' x 64' from aft. (F. and A. position and height above deck edge) { Forward Well:— 26' from fore side houses. </div> <div> State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Additional area where sheer is less than standard. </div> </div>						

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 or Raised Quarter Decks ...		30 bottom 25 Top	3 x 3 x 30	30"	Brackets Top	4'-6" x 2'	18"	6'-6"
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures 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).

Poop Bulkhead	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	open 2 hinged steel doors P+S. operable both sides.
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	

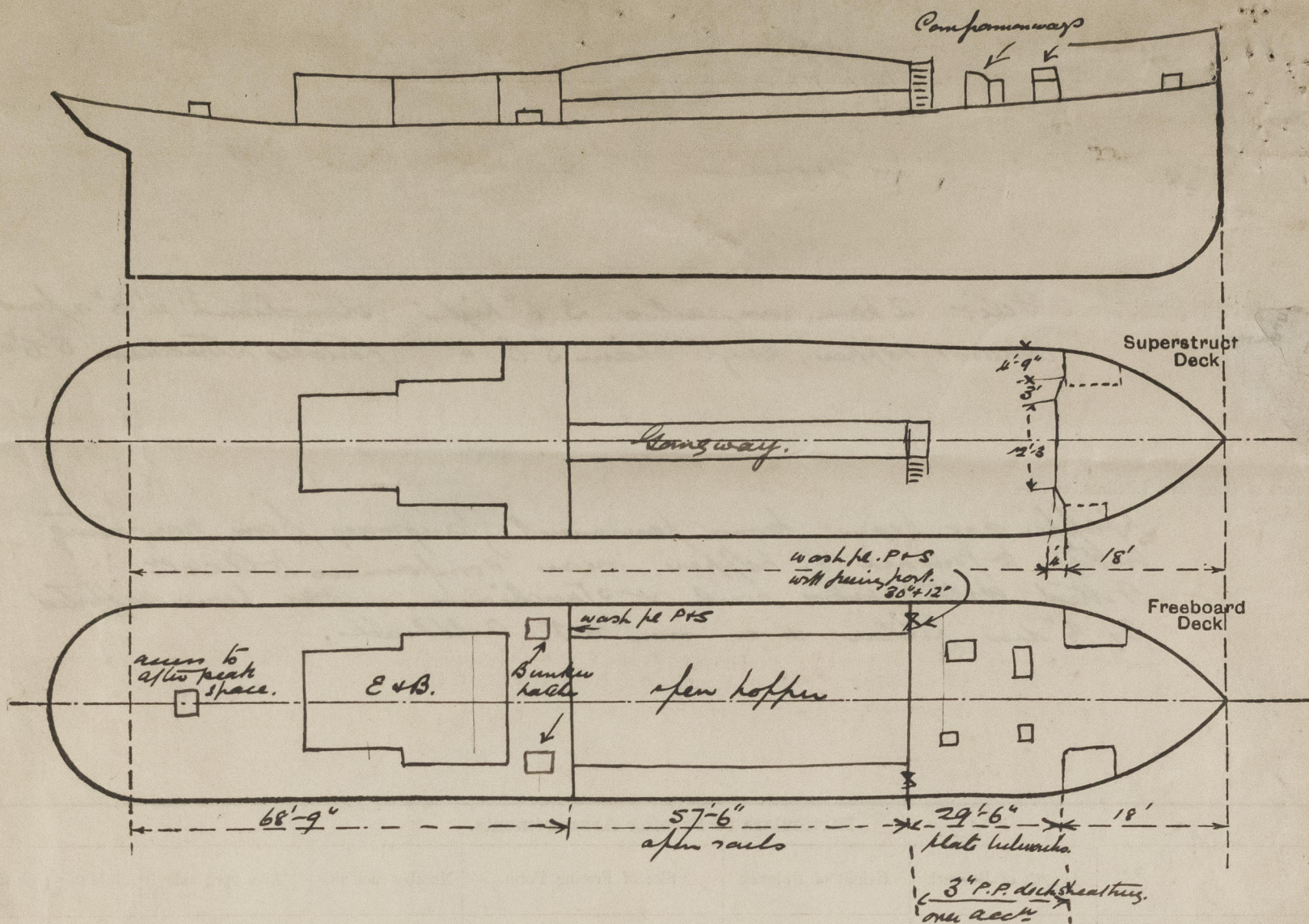


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Prince's Channel

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 shown on the following sketches:—



State any special features in the construction of the ship:—

Self propelled hopper barge with open hopper.

The following recommendations have been made & the work is in hand.

- ~~① Freeing ports to be made free.~~
- ~~② Closing appliances to be provided for vents & air pipes~~
- ~~③ Additional Compaulin for each bunker hatch & for after peak hatch to be provided.~~
- ~~④ Steel cover permanently attached to be provided for fuel~~
- ~~⑤ Rest bars to bunker & after peak hatches to be renewed 2 1/2\"/>~~
- ~~⑥ Locks to exposed machinery casings doors & Companways to be made good.~~
- ~~⑦ 2 Starboard mushroom vents and vent to after peak space to be renewed.~~
- ~~⑧ Cover to fore peak hatchway under forecastle to be made efficient~~

No reduction in present freeboards is desired by the owner.

Builder's name and yard number

Perry Bros. Port Glasgow.

Names of sister ships

Hopper Barge "Queen's Channel"

Owners

Tellery Contracting & Dredging Coy Limited

Fee £

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Received by me

(at 30 OCT 1933)



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