

Rpt. C.11.

# WIRE COPY

## Claydon's Register of Shipping.

### SURVEYS FOR FREEBOARD.

Index No. 27846  
(For London Office only.)

16 JUL 1932

Computation of Freeboard for Steamer, ~~Sailing Ship~~, Tanker

Poop and Forecastle.

Port of Survey *Newcastle on Tyne*Date of Survey *14<sup>th</sup> July 1932.*Name of Surveyor *Cliphurson*Particulars of Classification *+ 100 A.1.  
Shelter deck with fbd.  
SS Nave No. 27.*

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
ALBION STAR	British London	143286	7920 7946	1919.6
Moulded Dimensions: Length <i>450.0</i> Breadth <i>58.0</i> Depth <i>40.0</i>				
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>19320</i> tons				
Coefficient of fineness for use with Tables <i>762.</i>				

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <i>40.00</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(40.05 - 30.00) 3 = 30.15.</i>	Moulded Breadth (B) <i>58</i>
Stringer plate ... .. <i>.05</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 13.92$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = $\frac{12}{1.92}$
Depth for Freeboard (D) = <i>40.05.</i>		Difference
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.92}{4} \left( .8349 \right) = + .40$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<i>31.04</i>	<i>31.04</i>	<i>7'-6"</i>		<i>31.04</i>
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..					
" overhang aft ... ..					
" overhang forward ... ..					
Fore enclosed ... ..	<i>43.25</i>	<i>43.25</i>	<i>7'-6"</i>		<i>43.25</i>
" overhang ... ..					
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" forward ... ..					
Total ... ..	<i>74.29.</i>	<i>74.29.</i>			<i>74.29.</i>

Standard Height of Superstructure *7.50*

" " R.Q.D.

Deduction for complete superstructure *42.00*Percentage covered  $\frac{S}{L} = 16.51.$ " "  $\frac{S_1}{L} = 16.51.$ " "  $\frac{E}{L} = 16.51.$ Percentage from Table, Line A. *8.25.*

(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 = *3.46.*

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<i>55.00</i>	<i>1</i>	<i>55.00</i>	<i>60</i>	<i>60.0</i>	<i>60.0</i>	<i>1</i>	<i>60.00</i>	<i>60.00</i>
$\frac{1}{2}$ L from A.P. ... ..	<i>24.48</i>	<i>4</i>	<i>97.92</i>	<i>21</i>	<i>20.54</i>	<i>20.54</i>	<i>4</i>	<i>82.16</i>	<i>82.16</i>
$\frac{3}{4}$ L " ... ..	<i>6.05</i>	<i>2</i>	<i>12.10</i>	<i>5</i>	<i>5.12</i>	<i>5.12</i>	<i>2</i>	<i>10.24</i>	<i>10.24</i>
Amidships ... ..	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>
$\frac{3}{4}$ L from F.P. ... ..	<i>12.10</i>	<i>2</i>	<i>24.20</i>	<i>5</i>	<i>5.12</i>	<i>5.12</i>	<i>2</i>	<i>10.24</i>	<i>10.24</i>
$\frac{1}{2}$ L " ... ..	<i>48.95</i>	<i>4</i>	<i>195.80</i>	<i>21</i>	<i>20.54</i>	<i>20.54</i>	<i>4</i>	<i>82.16</i>	<i>82.16</i>
F.P. ... ..	<i>110.00</i>	<i>1</i>	<i>110.00</i>	<i>60</i>	<i>60.0</i>	<i>60.0</i>	<i>1</i>	<i>60.00</i>	<i>60.00</i>
Total ... ..			<i>495.02</i>					<i>304.80</i>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{495.02 - 304.80}{18} \left( .75 - .0825 \right) = + 7.06$ 

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 = *40.05*  
 Summer freeboard = *11.04*  
 Moulded draught (d) = *29.01*

Deduction for Tropical freeboard and addition for  
 Winter freeboard =  $\frac{d}{4}$  inches = *7.25*  
 Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 16,330$ 

Tons per inch immersion at summer load water line

T = 53

Deduction =  $\frac{\Delta}{40T}$  inches  
= *7.70*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... .. *30.15*  
 Deduction for superstructures ... .. *3.46*  
 Sheer correction ... .. *7.06*  
 Round of Beam correction ... .. *40*  
 Correction for Thickness of Deck amidships ... .. *6.00*  
 Other corrections, scantlings, etc. ... ..

	+	-
Depth Correction	<i>30.15</i>	
Deduction for superstructures		<i>3.46</i>
Sheer correction	<i>7.06</i>	
Round of Beam correction	<i>40</i>	
Correction for Thickness of Deck amidships	<i>6.00</i>	
Other corrections, scantlings, etc.		
	<i>43.61</i>	<i>3.46</i>

Summer Freeboard = *132.50.*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... .. *15*  
 Fresh Water Line " " ... .. *7 $\frac{3}{4}$*   
 Tropical Line " " ... .. *7 $\frac{1}{4}$*   
 Winter Line below " " ... .. *7 $\frac{1}{4}$*   
 Winter North Atlantic Line " " ... ..

Tropical Fresh Water Freeboard ... .. *11-0 $\frac{1}{2}$*   
 Fresh Water " " ... .. *9-9 $\frac{1}{2}$*   
 Tropical " " ... .. *10-4 $\frac{3}{4}$*   
 Winter " " ... .. *10-5 $\frac{1}{4}$*   
 Winter North Atlantic " " ... .. *11-7 $\frac{3}{4}$*

19 JUL 1932

MARKING FORM

MARKING FORM

MARKING FORM

27 AUG 1932

Register

Foundation

11003-0024/4

Albion Star

Rpt. C. 11 (Contd.)

Index No. 27846.

## Ship's Name

"ALBION STAR"

Official No. 143286.

*Memorandum of alterations reported since ship was surveyed for assignment of Load Lines*

in JULY 1932

The small hatch 3' x 3' on the forecastle deck is now fitted with steel cover retained by 8 butterfly screws. Portable steel plates secured by hook bolts are fitted, port and starboard, on the aft end bulkhead of the bunker deckhouse. On this account the following has been done:-

1. The 2, 24" dia. tubes to stokehold have been supplied with wood plugs and canvas covers.
2. The trimming hatch (3'6" x 9'9") has been fitted with permanent wood covers.
3. Bolted plates are fitted, (port & starb'd) on the No.3 hatch trunk and a portable plate secured by hook bolts is fitted on the aft end of this trunk. These have been overhauled and made efficient.

NEWCASTLE/TYNE - SEPT.1938

Particulars of fiddle, funnel and ventilator coamings:— *Engine Room skylight of steel and strongly constructed.*

Fidley gratings covered with steel hinged covers.

Furnel & Vent cleanings in good condition -

~~Top plate on deck house at Ford Tully requires repair.~~

Particulars of Flush Bunker Scuttles:— On Deckhouse top to deck Bunker. 2 C. Scuttles 21½" dia.  
and of substantial construction. Lids ¾" thick. C.I. with ribs reinforcement.  
No chains to scuttle lids. ✓

Particulars of Companionways:— On Foreboard deck. Ford. to Bin Room. in strong steel house. 7'-0" x 3'-6" x 3'-0". and  
Steel hinged B. D. door. 5'-0" x 24" x 18" sill: operated from Both sides. ✓

On Fairboard deck, aft. to Refrig. Machinery Room, in strong steel deck house, plating 3/4" stiffo  
4' x 3' x 40 Ls. spaced 33" apart. Door steel hinged, non. w. v. 4' 7" x 21", 18" sill opened from  
both sides. -

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

On Fore-castle deck.	10' 15" dia. 36" high.	38 to 40 tons.	on Steller deck.	2 @ 15" dia. 36" high.	36 to hold.	—
	2 @ 20" 36"	38 to hold.	"	2 @ 12" 36"	34 - used for.	—
Steller deck.	11 @ 20" 36"	40 "	"	7 @ 12" 27"	34 "	—
	2 @ 11" 40"	36 " Bunkers.	"	1 @ 20" 27"	38 to Tunnels.	—
	2 @ 15" 48"	40 " Hold.	"	10 G.N. Vents 6' x 4' 13" to mouth & crew quarters.		
	4 @ 12" 36"	36 " Bunkers.				
	2 @ 17" 36"	36 " Hold.				
	2 @ 24" 36"	38 "				

All vents except 9 ones which have either saws down steel covers or wood plugs. All vents have saws covers. ✓

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

On Freecastle deck. 1 @ 4" dia 23" to mouth to Fore Peak. ✓

" *F. grandis* " 21 @ 2 1/2 " 24" " " K. C. D. B.

After Peak air pipe led outboard below Juboard deck. 1 1/2" dia pipe.

~~to~~ means of closing air pipes. provided

Particulars of Gangway Cargo and Coaling Ports :—

none

Particulars of Scuppers and Sanitary Discharge Pipes :—

- 7 Scuppers P.O.S. from Tween decks led to bilges with metal screw caps at deck.
- 2 Scuppers (1 P.O.S.) from crew wash houses aft led outboard below freeboard deck.

W.C. discharges have storm valves at shell. see diagram for positions.

Particulars of Side Scuttles :—

Sidelights to Refrig. Machinery space in Tween decks have deadlights, hinged.  
2 glazes broken. ✓  
Sidelights to crew quarters aft in poop space and below freeboard deck have hinged deadlights. 3 glazes broken.

Particulars of Guard Rails :—

On Forecastle deck. rails 3'-6" high. 2 wds. stanchions 5'-0" apart.  
" Freeboard " " 3'-9" " 3 " " 4'-9" "  
" Poop. " " 3'-7" " 2 " " 4'-6"

Particulars of Gangways, Lifelines, etc. :—

None.

Available provision has been made for rigging lifelines and are available for use in any part of the ship which might have to be used by the crew in the regular working of the ship

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 ...	✓					
Forward Well ...	✓					

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 :—  
Additional area where sheer is less than standard.

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 ...	✓	40	6 x 3 1/2 x 44 L.	27"	lugs top & bot.	2 @ 5'-1" x 3'-0"	15"	7'-6"
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ...	✓							
Bridge, Forward Bulkhead ...	✓							
Forecastle Bulkhead ...	✓	30	3 1/2 x 3 1/2 x 38	30"	none.	2 @ 5'-4" x 3'-6" 1 @ 5'-3" x 2'-0"	15"	7'-6"
Trunk, Aft ...	✓							
Trunk, Forward ...	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓	40	4 x 3 x 40	36"	none.	4 @ 5'-1 1/2" x 2'-6"	17"	7'-9"
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 ...	2 Steel W.I. doors. operated from both sides. <del>Door handles require repair</del> ✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ...	✓
Bridge, Forward Bulkhead ...	✓
Forecastle Bulkhead ...	2 with 3" weather boards in ris & channels full height of openings. 1 teak wood door. 1 1/2" frame. 3/4" panels. operated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Ordinary steel hinged doors in halves. operated from both sides. <del>Lock defective</del> ✓
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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## Lloyd's Register of Shipping.

Ship's Name "ALBION STAR".

Official No. 143286

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines  
in July, 1932.

Extract from Buenos Aires Rpt 8  
No. 17366. 7/6/41

Accommodation for ten men has been fitted in the forecastle space, starboard side. Starboard opening in forecastle bulkhead has been partly closed and a steel door, 28" wide, jointed and with two fastenings operated from both sides. A storm valve for lavatory fitted above main deck and additional lights fitted according to Rules. The steel door is fitted in lieu of stormboards. The bunker structure above main deck amidships has been partly partitioned off with wood bulkheads for store space. This structure had two steel, jointed and bolted plates on aft bulkhead. These have been replaced by steel doors 28" wide jointed and with fastenings operated from both sides.

The above accommodation was fitted upon instructions from Consular Shipping Adviser D.E.M.S.

Noted  
4/7/41