

WRECK SECTION

Rpt. C.11.

GVT. COPY WRITTEN

Lloyd's Register of Shipping.

Index. No.

(For London Office only.)

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>SYDNEY N.S.W.</i>
having <i>Two decks (steel)</i>					Date of Survey <i>10th and 16th July 1935</i>
<i>Poop, Bridge and Forecastle.</i>					Name of Surveyor <i>W. Wade (Acting) & J. C. Buckle</i>
(Type of Superstructures.)					Particulars of Classification <i>100 A1</i>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	
<i>"TIME"</i>	<i>BRITISH</i>	<i>132442</i>	<i>3322</i>	<i>1913-1</i>	
<i>MEBAURNE</i>					
Moulded Dimensions: Length <i>339.54'</i> Breadth <i>48.0'</i> Depth <i>24.3 1/4'</i>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>7444</i> tons					
Coefficient of fineness for use with Tables <i>.775</i>					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <i>24.27'</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(24.31 - 22.64) x 2.611 = +4.36</i>	Moulded Breadth (B) <i>48.0'</i>
Stringer plate <i>.46"</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>1.67</i>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>11.52</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <i>✓</i>	Ship's Round of Beam = <i>11.75</i>
Depth for Freeboard (D) = <i>24.31'</i>		Difference <i>.23</i>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times (1 - \frac{S_1}{L}) =$ <i>.23 x 5994 / 4 = - .03</i>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<i>25.00</i>	<i>25.00</i>	<i>8.0'</i>	<i>✓</i>	<i>25.00</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<i>81.67</i>	<i>81.67</i>	<i>8.0'</i>	<i>✓</i>	<i>81.67</i>
" overhang aft					
" overhang forward					
Forecastle enclosed	<i>21.00</i>	<i>29.34</i>	<i>8.0'</i>	<i>✓</i>	<i>29.34</i>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<i>137.67</i>	<i>136.01</i>			<i>136.01</i>

Standard Height of Superstructure	<i>6.895</i>
" " R.Q.D.	<i>✓</i>
Deduction for complete superstructure	<i>37.97</i>
Percentage covered $\frac{S}{L} =$	<i>40.55</i>
" " $\frac{S_1}{L} =$	<i>40.06</i>
" " $\frac{E}{L} =$	<i>40.06</i>
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	
Percentage from Table, Line B. <i>27.55</i>	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = <i>37.97 x 27.55 = - 10.46</i>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>43.95</i>	<i>1</i>		<i>43.95</i>	<i>42.0</i>	<i>42.0</i>	<i>1</i>		<i>42.00</i>
1/4 L from A.P.	<i>19.56</i>	<i>4</i>		<i>78.24</i>	<i>18.96</i>	<i>18.96</i>	<i>4</i>		<i>75.84</i>
1/2 L "	<i>4.835</i>	<i>2</i>		<i>9.67</i>	<i>4.74</i>	<i>4.74</i>	<i>2</i>		<i>9.48</i>
Amidships		<i>4</i>					<i>4</i>		
3/4 L from F.P.	<i>9.67</i>	<i>2</i>		<i>19.34</i>	<i>9.18</i>	<i>9.18</i>	<i>2</i>		<i>18.36</i>
1/4 L "	<i>39.12</i>	<i>4</i>		<i>156.48</i>	<i>36.73</i>	<i>36.73</i>	<i>4</i>		<i>146.92</i>
F.P.	<i>87.91</i>	<i>1</i>		<i>87.91</i>	<i>84.0</i>	<i>84.0</i>	<i>1</i>		<i>84.00</i>
Total	<i>395.55</i>			<i>395.59</i>					<i>376.60</i>

Correction = $\frac{\text{Difference between sums of products}}{18} =$

$$\left(\frac{75 - S}{2L} \right) = \frac{18.99}{18} \left(\frac{75 - 20.27}{2} \right) = +0.58$$

If limited on account of midship superstructure.

Mean actual sheer aft = *Deficient*

Mean standard sheer aft

Mean actual sheer forward = *Deficient (94.652 standard)*

Mean standard sheer forward

Length of enclosed superstructure forward of amidships =

" " aft of " =

Sheer forward

<i>9.67</i>	<i>3</i>	<i>29.01</i>	<i>9.18</i>	<i>3</i>	<i>27.54</i>
<i>39.12</i>	<i>3</i>	<i>117.36</i>	<i>36.73</i>	<i>3</i>	<i>110.19</i>
<i>87.91</i>	<i>1</i>	<i>87.91</i>	<i>84.0</i>	<i>1</i>	<i>84.00</i>
		<i>234.28</i>			<i>221.73</i>

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

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient

$$\frac{775 + 68}{1.36} = \frac{1.455}{1.26}$$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

53.58
57.32

+ -

4.36 -

- 10.46

0.58 -

- 0.03

- -

- -

4.94 10.49 - 5.55

Summer Freeboard = *51.77 = 4' 3 3/4"*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Steel Deck*:

Tropical Fresh Water Line above Centre of Disc	<i>8 1/2"</i>
Fresh Water Line " "	<i>5"</i>
Tropical Line " "	<i>3 1/2"</i>
Winter Line below " "	<i>4"</i>
Winter North Atlantic Line " "	

Tropical Fresh Water Freeboard	<i>3' - 5 3/4"</i>
Fresh Water " "	<i>3' - 9 1/4"</i>
Tropical " "	<i>3' - 10 3/4"</i>
Winter " "	<i>4' - 6 1/4"</i>
Winter North Atlantic " "	

MARKING FORM

7 NOV 1938

RECEIVED

28 JAN 1936

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	N°1	N°2	BUNKER HATCH	N°3	N°4					
Dimensions of Hatchway	30' 7 1/2" x 18' 0"	32' 5" x 18' 0"	7' 1 1/2" x 18' 0"	32' 5" x 18' 0"	30' 7 1/2" x 18' 0"					
COAMINGS	Height above Deck	42"	42"	42"	42"					
	Thickness Sides	3/4"	3/4"	3/4"	3/4"					
	Thickness Ends	3/4"	3/4"	3/4"	3/4"					
	Stiffeners Brackets, Stairs	3/4"	3/4"	3/4"	3/4"					
HATCH BEAMS	Number	2	2	2	2					
	Spacing	3' 5 1/2"	3' 5 1/2"	3' 5 1/2"	3' 5 1/2"					
	Scantling and Sketch	4" x 3" x 44"	4" x 3" x 44"	4" x 3" x 44"	4" x 3" x 44"					
	Bearing Surface	3/4"	3/4"	3/4"	3/4"					
FORE AND AFTERS	Number									
	Spacing									
	Unsupported Lengths									
	Scantling and Sketch									
HATCH COVERS	Material	WOOD	WOOD	WOOD	WOOD					
	Thickness	2 3/4"	2 3/4"	2 3/4"	2 3/4"					
	How fitted	2 3/4"	2 3/4"	2 3/4"	2 3/4"					
	Bearing Surface	3"	3"	3"	3"					
Spacing of Cleats	24"	24"	24"	24"	24"					
Number of Tarpaulins	2	2	2	2	2					

Particulars of fiddley, funnel and ventilator coamings:—

Begin casing fitted with an efficient steel skylight.
 Fiddley gratings fitted with efficient braced steel storm covers.
 Funnel casing carried full height of funnel.
 Machinery space ventilators of substantial construction and passing inside of casing.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

None.

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

On Forecastle (to accommodation) 6" 9" dia. with 24" coverings.
 On Fore Well (to hold) 2-18" dia. 2-24" dia. with 36" coverings.
 On After Well (to hold) 4-18" dia. with 36" coverings.
 On Deck (to hold) 1-18" dia. supported by roof structure and extending 33" above roof deck.
 On Poop (to accommodation) 4-10" dia. 2-4" dia. 2-6" dia. with 36" coverings.
 All coverings riveted to the deck plating and fitted with wood flaps and canvas covers.

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

All swan neck type, 2 1/4" dia. mild steel.
 Heights to funnels:— Poop 17". Wells 30". Bridge 16". Forecastle 16".
 Canvas covers supplied as temporary closing appliances.

Particulars of Gangway Cargo and Coaling Ports:—

One cargo door each side in bridge, above foreward deck.
 Opening 6' 0" x 4' 0". Frame on shell 6' 3" x 1/2" angle.
 Frame on doors, 3 1/2" x 3 1/2" x 1/2" angles.
 Fitted with rubber joint and secured by 3 horizontal channels 4" x 3" x 3/8" and 6-1 1/8" bolts.

Particulars of Scuppers and Sanitary Discharge Pipes:—

Scuppers and sanitary discharges from accommodation in superstructures each fitted with one gun metal automatic steam valve discharging 2' 6" below freeboard deck.
 No scuppers vented from spaces below the freeboard deck.

Particulars of Side Scuttles:—

All 9" dia. with gunmetal frames and hinged double lights.
 On Poop:— 6 each side. On Bridge:— 7 fore and 8 starboard. On Forecastle:— 6 each side.
 No side scuttles below the freeboard deck.

Particulars of Guard Rails:—

On Poop and Forecastle:— 3 bar rails, 43" in height.
 On Bridge:— 3 bar rails 40" in height.

Particulars of Gangways, Lifelines, etc.:—

Cum bulked forward and aft.
 Lifelines arranged, and fitted when required.

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	102' 4"	44"	39" x 18 1/2"	4	20.4 #	20.46 #
Forward Well	100' 0"	44"	39" x 18 1/2"	4	20.4 #	20.0 #

State position of each freeing port ... After Well:— 10' 5" x 17' 7" x 17' 11" x 19' 9" x ...
 (F. and A. position and height above deck edge) Forward Well:— 15' 8" x 17' 7" x 23' 2" x 15' 2" x ...
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
 Fitted with braced shutters and one horizontal bar.
 Additional area where sheer is less than standard.
 Height above deck edge 15".

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	38"	38"	3 1/2" x 3" x 30"	30"	NONE	34 1/2" x 23 1/2"	20"	8' 2 1/2"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	32"	32"	3 1/2" x 3" x 30"	34"	NONE	60" x 48"	18"	8' 2 1/2"
Bridge, Forward Bulkhead	38"	38"	3 1/2" x 3" x 40"	29"	BRACKETED TO DECK PLATING	(2) 38" x 34 1/2" (1) 27" x 45"	19"	8' 2 1/2"
Forecastle Bulkhead	30"	30"	3 1/2" x 3" x 30"	34"	NONE	(2) 34 1/2" x 23 1/2" (1) 36" x 35 1/2"	19"	8' 2 1/2"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	32"	32"	4" x 3 1/2" x 32"	44"	BRACKETED TO DECK PLATING	23" x 33"	19 1/2"	7' 9"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	44"	38"	4" x 3 1/2" x 38"	44"		23" x 33"	19"	8' 0"
Deckhouses on Flush Deck Ships								

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

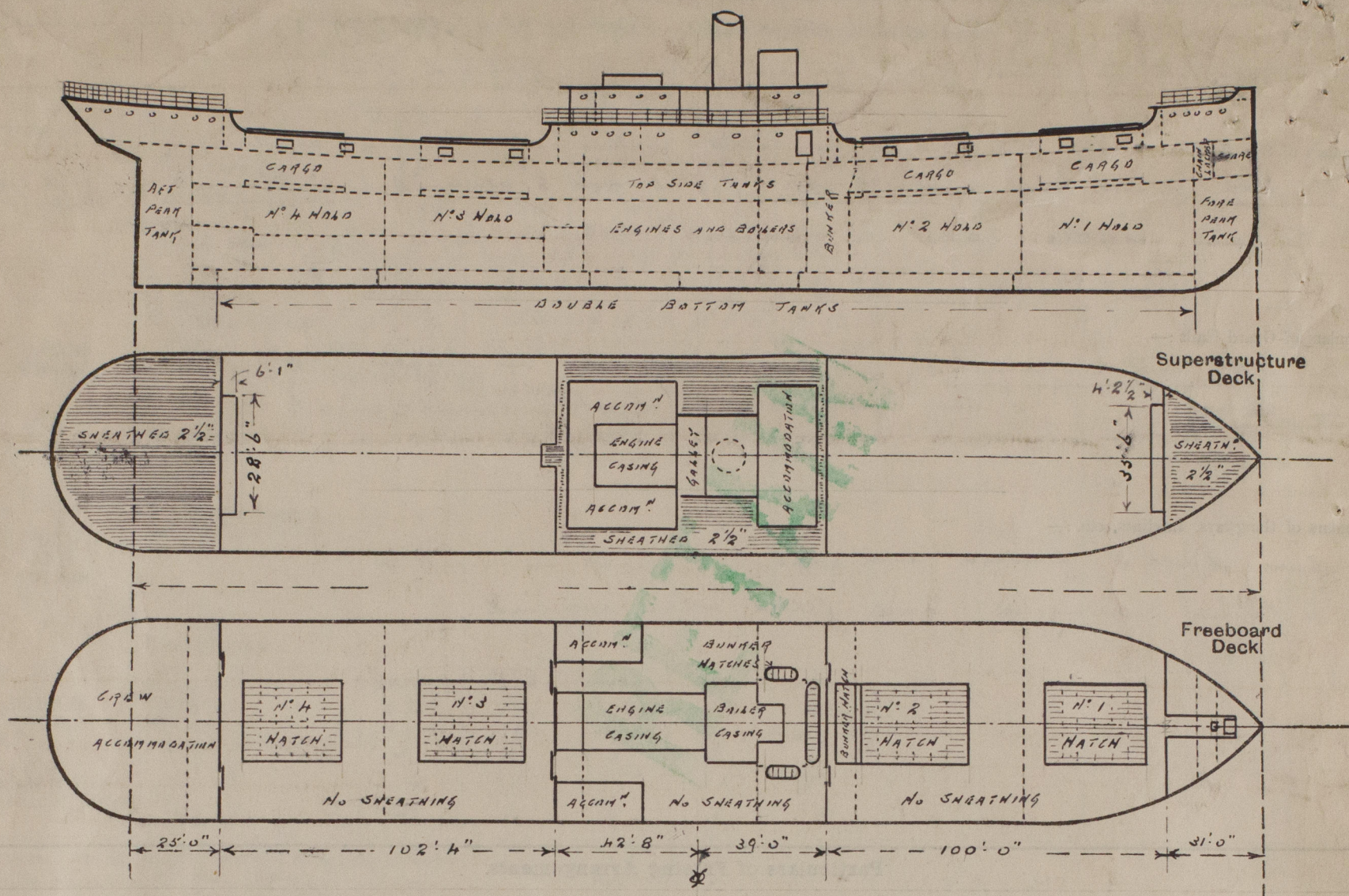
Poop Bulkhead	Hinged Steel Doors. Can be manipulated from both sides.
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	Shifting boards in riveted channels full height of openings.
Bridge, Forward Bulkhead	Hinged steel doors with wedge fastenings. Can be manipulated from both sides.
Forecastle Bulkhead	Hinged steel doors at sides. Can be manipulated from both sides. Hinged steel doors for opening at ends.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	Hinged steel doors. Can be manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel doors. Can be manipulated from both sides.
Deckhouses on Flush Deck Ships	

W1030-00582/2

©2020

Lloyd's Register Foundation

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:—



Cargo vessel usually trading on the Australian Coast, now surveyed afloat without including any portion of a Special Survey.

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

Hatches on Freeboard Deck:— To Fore Peak (within fore fore-castle):— $44\frac{1}{2} \times 23\frac{1}{2}$ " 9" butt angle casing. $2\frac{1}{2}$ " wood cover on $2\frac{1}{2}$ " rests. Cleats, battens and tarpaulins.
To Chain Locker (within fore fore-castle):— $26\frac{1}{2} \times 24\frac{1}{2}$ " 9" butt angle casing. $2\frac{1}{2}$ " wood cover on $2\frac{1}{2}$ " rests. Fitted with cleats, battens and tarpaulins.
To Bunkers (within bridge):— One $18\frac{3}{4} \times 4\frac{1}{2}$ " and two $9\frac{1}{2} \times 2\frac{1}{4}$ " each with 9" butt angle casings. 3" wood covers on $2\frac{1}{2}$ " rests and fitted with cleats, battens and tarpaulins.

Builder's name and yard number J. Priestman and Co. Sunderland. Yard N° 258

Names of sister ships

Owners Australian Steamships Proprietary Ltd. (Man. Agents Howard Smith Ltd.)

Fee £ 14 : 0 : 0

Received by me



© 2020

Lloyd's Register Foundation