

WRECK SECTION 590

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 21123
(For London Office only.)

Survey No 18085

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
having a Poop, Bridge and a Forecastle.

Port of Survey Grimsey

Date of Survey 24-8-1932

Name of Surveyor A. D. Palmer

Particulars of Classification 100A1

S.S. No 3-6.23: S.S. No 1-27

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
ACCRINGTON	British Grimsey	127863	1680 1678	1910-8
Moulded Dimensions: Length	35.82	Depth	18.5	
Moulded displacement at moulded draught = 85 per cent. of moulded depth	2850	tons		
Coefficient of fineness for use with Tables	.67 .669	.68 minimum		

Depth for Freeboard (D)
Moulded depth 18.50
Stringer plate 104
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = \frac{(59.5 \times 29) + (9.25 \times 33)}{264.66} = .09$
Depth for Freeboard (D) = 18.63

Depth correction
(a) Where D is greater than Table depth (D-Table depth) R = $(18.63 - 17.65) 2.035 = +1.99$
(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) 35.82
Standard Round of Beam = $\frac{B \times 12}{50} = 8.60$
Ship's Round of Beam = 9.00
Difference 1.40
Restricted to
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.40}{4} \times .3131 = .03$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	31.75	31.75	7'-9"		31.75
" overhang	none		+3'-2"		
R.Q.D. enclosed	✓				
" overhang	✓				
Bridge enclosed	115.00	115.00	7'-9"		115.00
" overhang aft	✓		+3'-2"		
" overhang forward	2.66	1.33			1.33
Fore enclosed ... 28.10	38.91	28.10	7'-9"		28.10
" overhang	none		+3'-2"		
Trunk aft	11.24	5.62			5.62
" forward					
Tonnage opening aft ...					
" " forward					
Total	188.74	181.80			181.80

Standard Height of Superstructure 6.15
" " R.Q.D. ✓
Deduction for complete superstructure $3 \times \frac{15}{30} \times \frac{30}{4} = 32.5$ 32.47
Percentage covered $\frac{S}{L} = 71.17$
" " $\frac{S_1}{L} = 68.69$
" " $\frac{E}{L} = 68.69$
Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Percentage from Table, Line B. (corrected for absence of forecastle (if required)) 60.77
Interpolation for bridge less than 2L (if required)
Deduction = - 19.73

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	36.47	1		36.47	48.00	48.00	1		48.00
$\frac{1}{4}$ L from A.P. ...	16.23	4		64.92	20.50	20.54	4		82.16
$\frac{2}{4}$ L "	4.01	2		8.02	5.00	5.12	2		10.24
Amidships	0.00	4		0.00	0.00	-	4		0.00
$\frac{3}{4}$ L from F.P. ...	8.02	2		16.04	8.25	8.27	2		16.54
$\frac{1}{4}$ L "	32.46	4		129.84	34.00	33.18	4		132.72
F.P.	72.94	1		72.94	75.00	75.00	1		75.00
Total				328.23					367.50

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{364.96}{18} (.75 - .3558) = -.80$
If limited on account of midship superstructure. 18 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 = 18.79
Summer freeboard = 1.56
Moulded draught (d) = 17.23

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.31 4 $\frac{1}{4}$ "
Addition for Winter North Atlantic Freeboard (if required) = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 3120$
Tons per inch immersion at summer load water line
 $T = 17.8$
Deduction = $\frac{\Delta}{40T}$ inches = 4 $\frac{1}{2}$ "

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	1.99	-
Deduction for superstructures	-	19.73
Sheer correction	-	.80
Round of Beam correction	-	.03
Correction for Thickness of Deck amidships ...	1.92	-
Other corrections, scantlings, etc.	-	-
3.91 20.56	-	16.63

Summer Freeboard = 18.73

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

Tropical Fresh Water Line above Centre of Disc	8 $\frac{3}{4}$	Tropical Fresh Water Freeboard	0' - 10"
Fresh Water Line " "	4 $\frac{1}{2}$	Fresh Water " "	1' - 2 $\frac{1}{4}$ "
Tropical Line " "	4 $\frac{1}{4}$	Tropical " "	1' - 2 $\frac{1}{2}$ "
Winter Line below " "	4 $\frac{1}{4}$	Winter " "	1' - 11"
Winter North Atlantic Line " "	6 $\frac{1}{4}$	Winter North Atlantic " "	1' - 11"

29 AUG 1932

10m,231

23 FEB 1933

RECEIVED

RECEIVED

31 AUG 1932

ST. JOHN'S

field
house
in
at
of
field

Particulars of Flush Bunker Scuttles:—

None.

All ventilators are constructed in accordance with the Rules and coverings closed with wood plugs

Forecastle decks 1-10" diam led to fore peak 24 x 32 Canvas cover

" " 2-10" " " " " " 24 x 32

" " 1-10" " " " " " " " " 24 x 32

" " 1-16" " " " " " " " " 24 x 38

" " 4-5 1/2" " " " " " " " " 24 x 30

Forecastle deck				1-10" diam	led to fore peak	24 x .32
"	"	2-10"	"	"	"	between dks 24 x .32
"	"	1-10"	"	"	"	" bold space " x "
"	"	1-16"	"	"	"	" between dks 24 x .38
"	"	4-5 1/2"	"	"	"	" file space 24 x .30

One C & I air pipe on poop deck 16" high x 2" diam from after peak in deckhouse
Four " " " " bridge " 18" " x 2" " " Nos 3 & 4 D13 tanks
Two " " " " freeboard " 54" " x 2" " " No 2 " "
One " " " " " 81" " x 2" " " " 1 " "

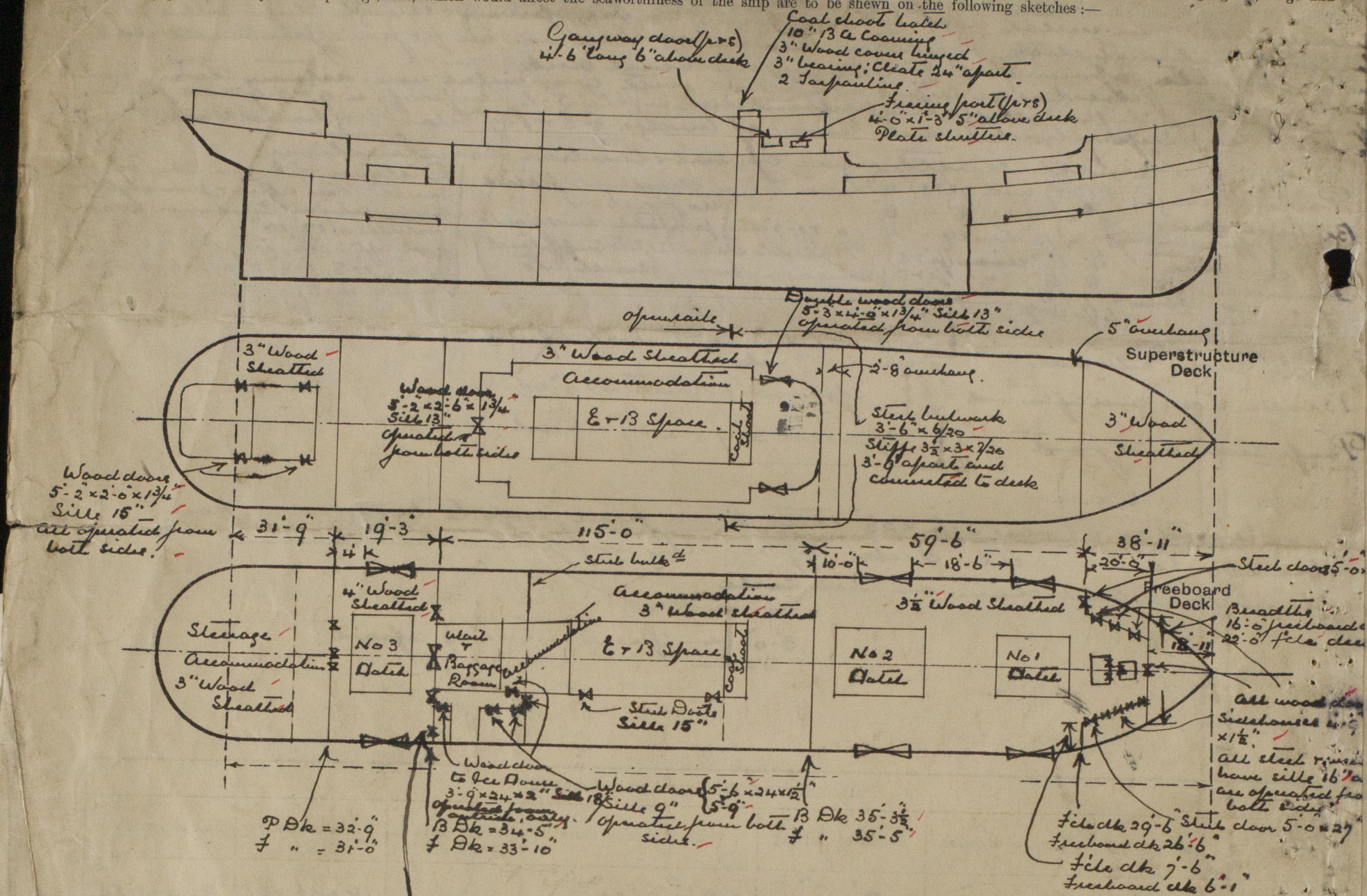
Wood plugs and canvas covers are fitted for closing the openings.

Particulars of Gangway Cargo and Coaling Ports:—

One gangway door (for)	in after well	10'-0"	in length	} Efficiently supported and stiffened.
" " " "	" forward	12'-3"	" "	
" " " "	" " "	10'-3"	" "	

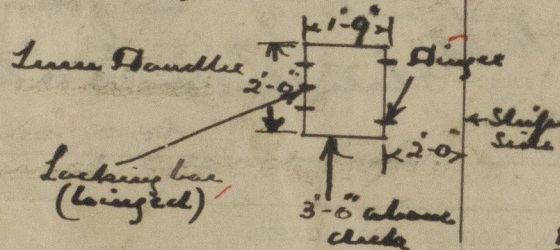
One Ash Ejector (Lewmont - Proctor's patent) one shaft & side feet
about midships, opening through ship's side 11" x 8" lower edge
of opening 20" above top of (wood) foreboard deck.

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:—

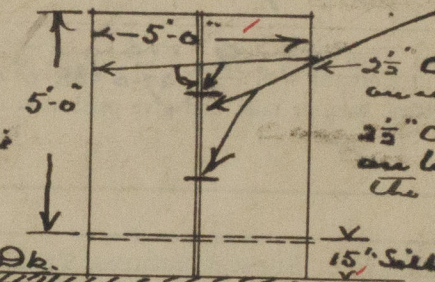


State any special features in the construction of the ship:—

Insulated steel door in bridge end to fore house



Sliding steel door 7'2" in bridge end to fore house & Passage Room



Locking bar (winged)

2 1/2" Coping iron stiffeners on edge of door
2 1/2" Coping iron stiffeners are fitted on both sides at each side of the opening and on coaming
2 wheels are fitted on bottom each door bearing on flange of channel bar

The bulkhead plating in fore & after well is supported by efficient web plates at each edge of the gangway door opening; these 2 1/2" round iron stanchions efficiently connected to bulkheads and deck plating are fitted each side in forward well in way of the rigging.

Survey held in dry dock.

The vessel is under survey for completion of 2nd SS No 2. Request form for survey is attached.

Builder's name and yard number

Earle's Co Ltd, Dulles, No 565.

Names of sister ships

"Stockport", "Dunblun", "Bury"; Nos 72265, 60995 & 58990 in 12 Bk respectively

Owners

London & North Eastern Ry.

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