

20/2/34

20 FEB 1934

Index. No.

(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

17836
157
 Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having hull, Bridge + Forecastle
Port of Survey FalmouthFARNHAM

(Type of Superstructures.)

Date of Survey 16.2.34 + 17.2.34.Ship's Name "Rosemary" ex "Fulham"Nationality and Port of Registry British LondonOfficial Number 119873Gross Tonnage 3245Date of Build 1905/6Name of Surveyor Arthur ScullardMoulded Dimensions: Length 350.1 Breadth 45.78 Depth 26.1Moulded displacement at moulded draught = 85 per cent. of moulded depth 7805 tonsCoefficient of fineness for use with Tables .769Particulars of Classification 7100 A.1.see. 8th 2nd No 3-1.31

| Depth for Freeboard (D) | | | | Depth correction | | Round of Beam correction | |
|--------------------------------|-------|-----|-------|---|---|--|--------------------------------------|
| Moulded depth | ... | ... | 26.08 | (a) Where D is greater than Table depth | ✓ | Moulded Breadth (B) | 45.78 |
| Stringer plate | ... | ... | .04 | (D-Table depth) R = (26.12 - 23.34) 2.693 | ✓ | Standard Round of Beam = $\frac{B \times 12}{50}$ | 10.99 |
| Sheathing on exposed deck | ... | ... | | 2.78 = + 7.49 | ✓ | Ship's Round of Beam | 11 |
| T $\left(\frac{L-S}{L}\right)$ | ... | ... | | (b) Where D is less than Table depth (if allowed) | ✓ | Difference | .01 excess |
| | ... | ... | | (Table depth-D) R = | ✓ | Restricted to | |
| Depth for Freeboard (D) = | 26.12 | | | If restricted by superstructures | ✓ | Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ | $\frac{.01}{4} \times .501 = .00125$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|---------------------|-------------------------|--|--------|-------------------|----------------------|
| Poop enclosed | 28'-0" | 28.00 | 8'-0" | ✓ | 28.00 |
| overhang | ✓ | | | | |
| R.Q.D. enclosed | ✓ | | | | |
| overhang | ✓ | | | | |
| Bridge enclosed | 182'-3" | 182.25 | 8'-0" | ✓ | 182.25 |
| overhang aft | ✓ | | | | |
| overhang forward | ✓ | | | | |
| F'cle enclosed | 34'-6" | 34.50 | 8'-0" | ✓ | 34.50 |
| overhang | ✓ | | | | |
| Trunk aft | | | | | |
| forward | | | | | |
| Tonnage opening aft | | | | | |
| forward | | | | | |
| Total | 244.75 | 244.75 | | | 244.75 |

| | |
|---|---------|
| Standard Height of Superstructure | 7.001 |
| " " R.Q.D. | ✓ |
| Deduction for complete superstructure | 38.68 |
| Percentage covered $\frac{S}{L}$ | 69.90% |
| " " $\frac{S_1}{L}$ | 69.90% |
| " " $\frac{E}{L}$ | 69.90% |
| Percentage from Table, Line A. | ✓ |
| (corrected for absence of forecastle (if required)) | |
| Percentage from Table, Line B. | 62.83% |
| (corrected for absence of forecastle (if required)) | |
| Interpolation for bridge less than 2L (if required) | |
| Deduction = 38.68 x .6283 | = 24.28 |

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|-----------------|-------------------|-----|---------|-----------------|--------------------|-----|---------|
| A.P. | 45.01 | 1 | 45.01 | 47.0 | 45.00 | 1 | 45.00 |
| 1/2 L from A.P. | 20.03 | 4 | 80.12 | 19.12 | 19.55 | 4 | 78.20 |
| 3/4 L | 4.95 | 2 | 9.90 | 7.75 | 4.89 | 2 | 9.78 |
| Amidships | ✓ | 4 | ✓ | ✓ | ✓ | 4 | ✓ |
| 3/4 L from F.P. | 9.90 | 2 | 19.80 | 12.25 | 10.12 | 2 | 20.24 |
| 1/2 L | 40.06 | 4 | 160.24 | 41.0 | 40.49 | 4 | 161.96 |
| F.P. | 90.02 | 1 | 90.02 | 91.0 | 93.00 | 1 | 93.00 |
| Total | 405.09 | | 405.09 | | | | 408.18 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{3.09}{18} \left(\frac{75-.3495}{2} \right) = -1.07$

If limited on account of midship superstructure. ✓

Mean actual sheer aft = Excess >.75 standardMean actual sheer forward = ExcessLength of enclosed superstructure forward of amidships = >.1L" " aft of " = >.1LDeduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.
 Depth to Freeboard Deck = 26.12
 Summer freeboard = 3.60
 Moulded draught (d) = 22.52

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 5.63 = 5 3/4

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

Δ =

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40T}$ inches $\frac{d}{4} = 5 \frac{3}{4}$

TABULAR FREEBOARD corrected for Flash Deck (if required)

Correction for coefficient

 $\frac{769+65}{136} = \frac{1449}{1360}$

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

56.53

60.23

+

-

7.49

24.28

.07

-

-

-

.37

7.49

24.28

- 16.86

Summer Freeboard = 43.37

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

3'-7 1/4"

2'-7 3/4"

3'-1 1/2"

3'-1 1/2"

4'-1"

4'-1"

MARKING FORM

RECEIVED

3 MAR 1934

W1306-0158 1/4

25 JUN 1936

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

| HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS | | | | | | | | | |
|---|----------------------|---------------------|---------------------|---------------------|---------------|---------------|---------|---------|---------|
| Description of Hatchway | | | | | | | | | |
| Dimensions of Hatchway | | | | | | | | | |
| COAMINGS | Height above Deck | 3'-0" | 1'-8" | 1'-8" | 1'-8" | 2'-6" | 15" | 12" | 12" |
| | Thickness | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 1/2" | 3/8" | 3/8" |
| | Sides | 40" | 40" | 40" | 40" | 40" | 40" | 40" | 40" |
| | Ends | 40" | 40" | 40" | 40" | 40" | 40" | 40" | 40" |
| | Stiffeners | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| HATCH BEAMS | Number | 2 | 2 | 1 | 2 | 2 | none | none | none |
| | Spacing | 8'-4" | 8'-4" | 5'-2 1/2" | 8'-4" | 8'-4" | none | none | none |
| | Scantling and Sketch | 37" x 3/8" at sides | 23" x 3/8" at sides | 11" x 3/8" at sides | same as No. 2 | same as No. 1 | none | none | none |
| | Bearing Surface | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | none | none | none |
| | Sketch | | | | | | none | none | none |
| FORE AND AFTERS | Number | 3 | 3 | none | 3 | 3 | none | none | none |
| | Spacing | 4'-0" | 4'-0" | none | 4'-0" | 4'-0" | none | none | none |
| | Unsupported Lengths | 8'-0" | 8'-0" | none | 8'-0" | 8'-0" | none | none | none |
| | Scantling and Sketch | 1 1/2" x 1/2" | same as No. 1 | none | same as No. 1 | same as No. 1 | none | none | none |
| | Bearing Surface | 2 1/2" | 2 1/2" | none | 2 1/2" | 2 1/2" | none | none | none |
| HATCH COVERS | Material | Pine | Pine | Pine | Pine | Pine | Pine | Pine | Pine |
| | Thickness | 3" | 3" | 3" | 3" | 3" | 2 1/2" | 2 1/2" | 2 1/2" |
| | How fitted | athwart | athwart | F + A | athwart | athwart | athwart | athwart | athwart |
| | Bearing Surface | 2" x 3" | 2" x 3" | 2" | 2" x 3" | 2" x 3" | 2" | 2" | 2" |
| | Sketch | | | | | | | | |
| Spacing of Cleats | | 24" | 24" | 23" | 24" | 24" | 20" | 17" | 17" |
| Number of Tarpaulins | | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 2 |
| *Are wood fore and afters steel shod at all bearing surfaces? <i>yes</i> Are battens and wedges efficient and in good condition? <i>yes</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>yes</i> Are lashings provided in accordance with rule requirements? <i>yes</i> | | | | | | | | | |

Particulars of fiddle, funnel and ventilator coamings:— *Stokehold gratings covered strong steel hinged covers. Fiddle + funnel ventilators in efficient condition. - Engine Room skylight of steel strongly constructed -*

Particulars of Flush Bunker Scuttles:—

none.

Particulars of Companionways:—

Companionway on Poop Deck to Crew space. P.S. Hinged steel door 4'-0" x 2'-3" 21" sill manipulated from both sides.



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

Fore Well. 3 Vents on Forecastle deck 15" dia Coaming 36" x 3/8" led to hold. 2 Vents on Forecastle deck 6" dia Coaming 16" x 1/4" led to fore peak. 2 Vents on Forecastle deck 9" dia Coaming 16" x 1/4" led to fore peak. 2 Vents on Forecastle deck 2" dia Coaming 3 1/2" high led to sidehouses. 1 Vent on Bridge deck 16" dia Coaming 36" x 3/8" led to hold. After Well 2 Vents on Forecastle deck 14 1/2" Coaming 36" x 3/8" led to hold. 4 Vents on Forecastle deck 14 1/2" Coaming 36" x 3/8" led to hold. 1 Vent on Forecastle deck 9" dia Coaming 36" x 3/8" led to hold. 2 Vents on Forecastle deck 19" dia led to hold, bracketed to Poop. 2 Vents on Forecastle deck 6" dia Coaming 24" x 3/16" to after peak. 1 Vent on Poop 4" dia Coaming 13" x 3/16" to Poop spaces. 1 Vent on Poop 4" dia Coaming 13" x 3/16" to Poop spaces. 1 Vent on Poop 4" dia Coaming 13" x 3/16" to Poop spaces. 1 Vent on Poop 4" dia Coaming 13" x 3/16" to Poop spaces.

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

none.

Particulars of Gangway Cargo and Coaling Ports:—

none.



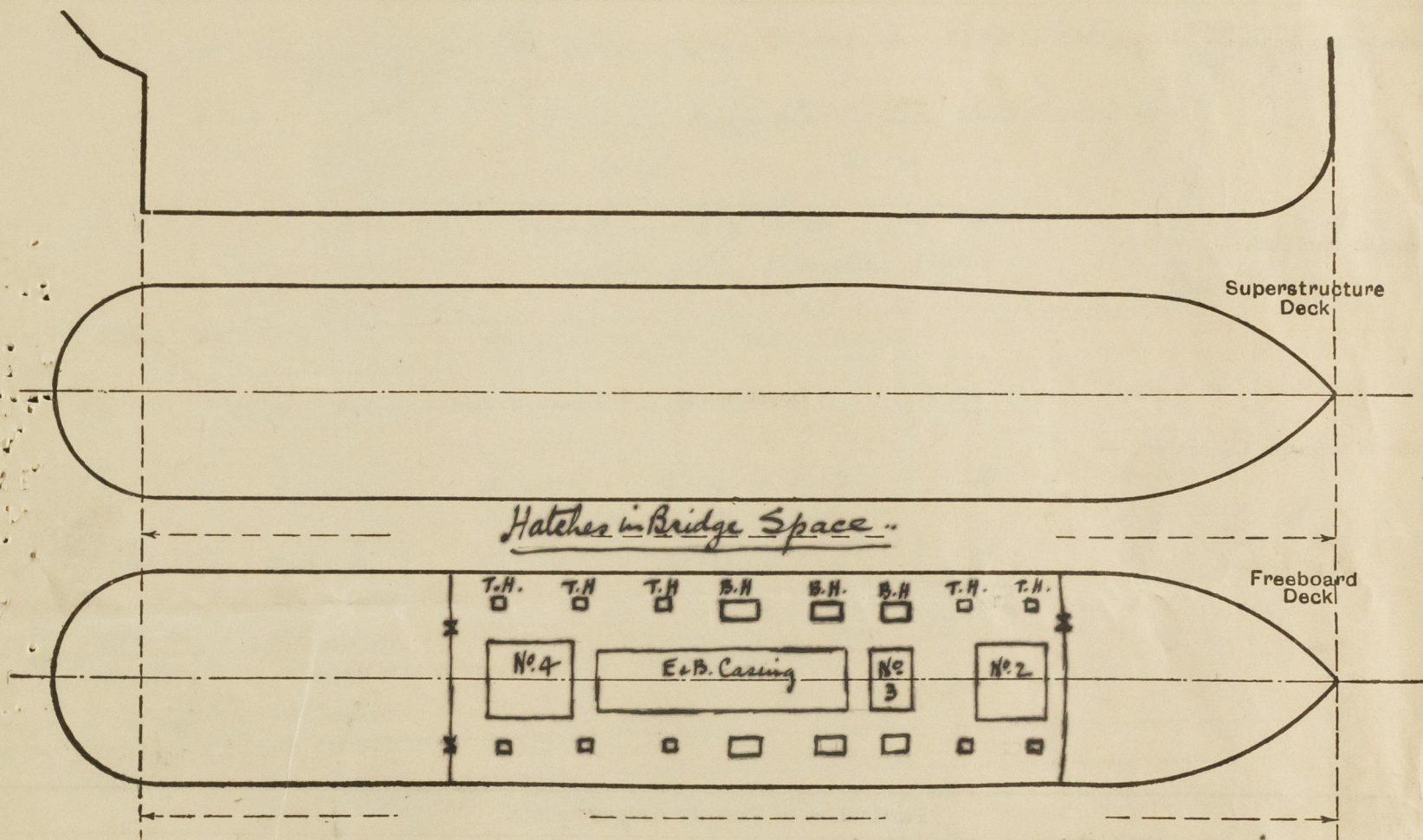
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17836

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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:—

S.S. "Fulham". Please attach to Report C 11. S.S. "Rosemary" ex "Fulham".



5 Trimming Hatchways each side
 $1'-9\frac{1}{2}" \times 2'-0"$
 Coamings $9\frac{1}{2}" \times 3\frac{1}{2}"$ B.A.
 $2\frac{1}{2}"$ Pine covers. Athwart
 Bearing surface $1\frac{3}{4}"$

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

Note:— The Freeboard certificate in the name of "Fulham" has been handed to the Captain.

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Poop Bulkhead

22 Stowboards in welded channels for cargo

Particulars of Side Scuttles:—

| | | | | |
|-------------------|---|---------------|-----------------------------|--|
| <u>Forecastle</u> | 6 | side scuttles | P + B. 1'-6" below Fole 1st | } Hinged glass lights & hinged C.I. deadlights ✓ |
| <u>Bridge</u> | 2 | " " | P + S. 1'-6" " Bridge " | |
| <u>Poop</u> | 2 | " " | P + 3 S 1'-6" " Poop " | |

All scuttles of substantial construction ✓

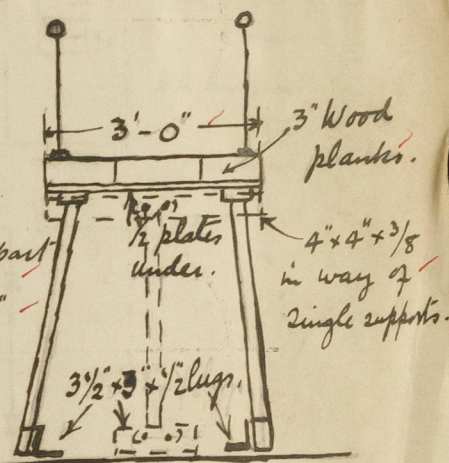
| | | | | |
|---------------|--------------------|------------|---------------|---------|
| <u>Fele.</u> | Rails + stanchions | 3'-2" high | 4'-6" spacing | 2 Rails |
| <u>Bridge</u> | " " | 3'-3" " | 4'-4" " | 2 " |
| <u>Pool</u> | " " | 3'-3" " | 4'-9" " | 2 " |

Fore + aft Gangway on Port side from Bridge to Poop deck.

3 double supports 2" dia spaced 10'-0" apart
2 single " 2 " " 8'-0" "

Stanchions 3'-0" high, 7'-0" spacing
fitted with manilla ropes.

Suitable provision made for seeing *Apollonia* in the forward well



| | Length of Bulwark | Height of Bulwark | Size of Freeing Ports | Number each side | Area each side | Rule area each side |
|---------------------|-------------------|-------------------|-----------------------|------------------|---|-----------------------|
| After Well | 54'-0" | 4'-7" | 2'-6" x 1'-3" | 24 | 6-25 ^{12.5} $\frac{1}{2}$ | 11.70 $\frac{1}{2}$ ✓ |
| Forward Well | 52'-0" ✓ | 4'-9" | 2'-6" x 1'-3" | 24 | 6-25 ^{12.5} $\frac{1}{2}$ | 11.70 $\frac{1}{2}$ ✓ |

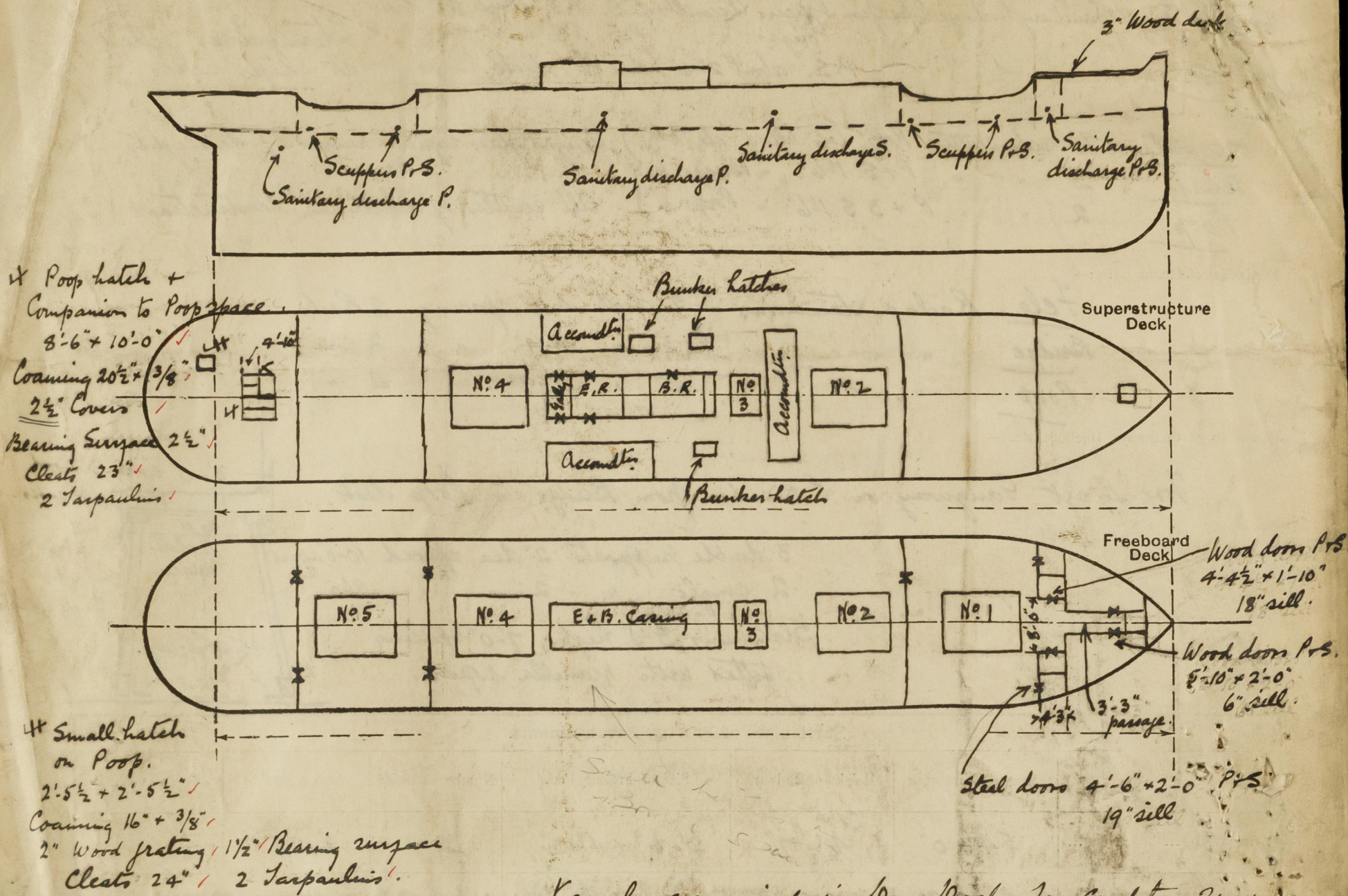
State position of each freeing port ... { After Well:— 13" 7'-6" from after end of Bridge + 20'-3" between
(F. and A. position and height above deck edge) { Forward Well:— 13" 7'-3" from fore " " " + 15-0 "
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— blind shutters ✓

Additional area where sheer is less than standard.

| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
|--|-------------------|--------------------|--|---------|-------------------------------|---------------------------------|-----------------|-------------------|
| Poop Bulkhead | $\frac{3}{8}$ " ✓ | $\frac{3}{8}$ " ✓ | $5\frac{1}{2} \times 3\frac{1}{2} \times \frac{1}{2}$ " ^{O.A.} | 30" ✓ | none | $5'-8" \times 3'-5"$ | 25" ✓ | 8'-0" |
| Raised Quarter Deck Bulkhead ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bridge, After Bulkhead | ✓ | $\frac{3}{8}$ " ✓ | $3\frac{1}{2} \times 2\frac{1}{2} \times \frac{3}{8}$ " ^{O.A.} | 30" ✓ | none | $4'-1" \times 3'-3"$ | 22" ✓ | 8'-0" |
| Bridge, Forward Bulkhead | $\frac{1}{2}$ " ✓ | $\frac{7}{16}$ " ✓ | $8" \times 3" \text{ B.A.}$ | 30" ✓ | Bkts T+B | $4'-4\frac{1}{2}" \times 2'-9"$ | 32" ✓ | 8'-0" |
| Forecastle Bulkhead | ✓ | $\frac{3}{8}$ " ✓ | $3\frac{1}{2} \times 3" \times \frac{3}{8}$ " ^{O.A.} bulkheads | 26" ✓ | none | $4'-6" \times 2'-0"$ | 19" ✓ | 8'-0" |
| Trunk, Aft | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Trunk, Forward | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Exposed Machinery Casings on Super-structure Decks | $\frac{3}{8}$ " ✓ | $\frac{5}{16}$ " ✓ | $3\frac{1}{2} \times 2\frac{1}{2} \times \frac{3}{8}$ " ^{O.A.} | 36" ✓ | none | $4'-5" \times 2'-0"$ | 19" ✓ | 7'-0" |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | $\frac{1}{2}$ " ✓ | $\frac{3}{8}$ " ✓ | $4" \times 3\frac{1}{2} \times \frac{3}{8}$ " ^{O.A.} | 25" ✓ | none | none | ✓ | 8'-0" |
| Deckhouses on Flush Deck Ships ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

| | |
|--|---|
| Poop Bulkhead | 2½" Stormboards in riveted channels full height ✓ |
| Raised Quarter Deck Bulkhead ... | ✓ |
| Bridge, After Bulkhead | Steel plates with hook bolts & nuts. manipulated from outside ✓ |
| Bridge, Forward Bulkhead | Hinged steel door in port side with hook bolts & nuts manipulated from outside ✓ |
| Forecastle Bulkhead | Hinged steel doors manipulated from both sides. ✓ |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | ✓ |
| Exposed Machinery Casings on Super-structure Decks | Hinged steel doors to Engine Room, Storehold & Galley manipulated from both sides ✓ |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | ✓ |
| Deckhouses on Flush Deck Ships ... | ✓ |

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:—

Vessel examined in Dry Dock for Condition Survey

And change of Owners please see below.

Port of Registry remains the same. ✓

The Convention Freeboard certificates are urgently required,
Kindly forward same with assurgent letter, to be handed
over immediately the markings have been verified.

Five castle

$\frac{L}{10} = 35.01$

Builder's name and yard number

Names of sister ships

Owners

Fee £

11 18 0

Received by me

This report refers to S.S. "Rosemary" ex "Tulham"

The Delta S.S. Co. Ltd 2-4 St. Mary Axe London E.C. 3.



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