

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.Index No. 29891  
(For London Office only.)GRA. REPORT N<sup>o</sup> 19394

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Raised Quarter R.R. Bridge & etc.*Port of Survey *Port of Glasgow.**DROMARA*

(Type of Superstructures.)

Date of Survey *25/28 March 1932.*

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

Name of Surveyor *H. L. Swinton*Moulded Dimensions: Length *179.5* Breadth *29.25* Depth *13.5*Moulded displacement at moulded draught = 85 per cent. of moulded depth *1260* tonsCoefficient of fineness for use with Tables *.732*Particulars of Classification *± 100 A1.**"CARGO MATHENS NOT FITTED."*

## Depth for Freeboard (D)

Moulded depth ... *13.50*Stringer plate *UPPER .44* ... *.04*

Sheathing on exposed deck

 $T \cdot \left( \frac{L-S}{L} \right) =$  *✓*Depth for Freeboard (D) = *13.54*

## Depth correction

(a) Where D is greater than Table depth

(D-Table depth) R =  $(13.54 - 11.96) \cdot 1.381$ = *+ 2.18"*

(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) *29.25*Standard Round of Beam =  $\frac{B \times 12}{50} =$  *7.02"*Ship's Round of Beam = *7"*Difference *.02"*

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.02}{4} \times 1996 = .001$ 

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	<i>102.66</i>	<i>102.66</i>	<i>4.0</i>		<i>102.66</i>
" overhang ...					
Bridge enclosed ...	<i>11.0</i>	<i>11.0</i>	<i>7.5</i>		<i>11.0</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>25.64</i>	<i>25.64</i>	<i>7.5</i>		<i>25.64</i>
" overhang ...	<i>14.4</i>	<i>14.38</i>			<i>14.38</i>
Trunk aft ...	<i>8.76</i>				
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>148.06</i>	<i>143.68</i>			<i>143.68</i>

Standard Height of Superstructure *72"*" " R.Q.D. *12.36* *3.53*Deduction for complete superstructure *23.95*Percentage covered  $\frac{S}{L} =$  *82.49*" "  $\frac{S_1}{L} =$  *80.04*" "  $\frac{E}{L} =$  *80.04*

Percentage from Table, Line A.

(corrected for absence of forecastle (if required)) *75.35*

Percentage from Table, Line B.

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) *.633L*Deduction = *23.95*  $\times$  *75.35* = *- 18.05*

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>29.95</i>	1		<i>29.95</i>	<i>42.1</i>	<i>47.64</i>	1		<i>47.64</i>
$\frac{1}{2}$ L from A.P. ...	<i>12.44</i>	4		<i>49.76</i>	<i>18.25</i>	<i>21.20</i>	4		<i>84.80</i>
$\frac{2}{3}$ L " ...	<i>3.07</i>	2		<i>6.14</i>	<i>4.5</i>	<i>5.24</i>	2		<i>10.48</i>
Amidships ...	<i>✓</i>	4		<i>✓</i>	<i>0</i>	<i>✓</i>	4		<i>✓</i>
$\frac{2}{3}$ L from F.P. ...	<i>6.14</i>	2		<i>12.28</i>	<i>8.25</i>	<i>8.29</i>	2		<i>16.58</i>
$\frac{1}{2}$ L " ...	<i>24.88</i>	4		<i>99.52</i>	<i>33</i>	<i>33.18</i>	4		<i>132.72</i>
F.P. ...	<i>55.90</i>	1		<i>55.90</i>	<i>75</i>	<i>75.00</i>	1		<i>75.00</i>
Total ...				<i>251.55</i>					<i>367.22</i>

Mean actual sheer aft = *Excess*

Mean standard sheer aft

Mean actual sheer forward = *Excess*

Mean standard sheer forward

Length of enclosed superstructure forward of amidships =  $\frac{2391}{1795} = .13L$ " " aft of " = *.5L**Sheer aft increased by virtue of a raised quarter-deck having a height in excess of the standard*Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{115.67}{18} \left( .75 - \frac{.4124}{2} \right) = - 2.16"$ 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 *RQ* Deck = *17.54*Summer freeboard = *4.21*Moulded draught (d) = *13.33*

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = *3.33 = 3\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

 $\Delta =$  *1505*

Tons per inch immersion at summer load water line

T = *10.6*Deduction =  $\frac{\Delta}{40T}$  inches= *3.55 = 3\frac{1}{2}"*

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.732 + .68}{1.36} = \frac{1.412}{1.36}$ Depth Correction ... *2.18*Deduction for superstructures ... *18.05*Sheer correction ... *2.16*

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. *RQ* ... *48.00**19.72**20.47**50.18**20.21**29.97**50.41*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood, Steel, Deck*:-Tropical Fresh Water Line above Centre of Disc ... *4"*Fresh Water Line " " ... *3\frac{1}{2}"*Tropical Line " " ... *4"*Winter Line below " " ... *3\frac{1}{4}"*Winter North Atlantic Line " " ... *5"*Tropical Fresh Water Freeboard ... *3\frac{1}{2}"*Fresh Water " " ... *3-11"*Tropical " " ... *4-12"*Winter " " ... *4-5"*Winter North Atlantic " " ... *4-5"*

4 APR 1932

MARKING FORM

MARKING FORM

MARKING FORM

MARKING FORM

MARKING FORM

MARKING FORM

10m, 2.31

21 NOV 1933

23 JUN 1934

RECEIVED

RECEIVED

RECEIVED

RECEIVED

RECEIVED


RECEIVED

RECEIVED

RECEIVED



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			N:1. UP. DK.	N:2. R. Q. DK.					
Dimensions of Hatchway			30'-11" x 18'-0"	29'-9" x 18'-0"					
COAMINGS	Height above Deck	...	36"	30"					
	Thickness	...	44"	44"					
	Sides	...	44"	44"					
	Ends	...	44"	44"					
Stiffeners			SELF TRIMMING MATCHES. DK. BEAMS.						
Brackets, Stays			CARRIED UP COAMINGS. 22' APART.						
HATCH BEAMS	Number	...	6.	5.					
	Spacing	...	4'-6"	5'-0"					
	Scantling and Sketch	...	 STEEL. 15" x 36" TO 72" ANGLES. 4 x 3 x 44" TOP & BOT. ALTERNATE WEBS TO MATCH TOP.		Hatch on freeb. dk. under gile to peak store. 1-7" x 1-9" beam. 24 x 30' WITH STRONG STEEL HINGED COVER.				
	Bearing Surface	...	3"	3"					
FORE AND AFTERS	Number	...							
	Spacing	...							
	Unsupported Lengths	...							
	Scantling* and Sketch	...	← NONE →						
Bearing Surface	...								
HATCH COVERS	Material	...	W.P.	W.P.					
	Thickness	...	2 1/2"	2 1/2"					
	How fitted	...	FORE & AFT.	FORE & AFT.					
	Bearing Surface	...	4" 3' AT ENDS.	4" 3' AT ENDS.					
Spacing of Cleats			24"	24"					
Number of Tarpaulins			3.	3.					
*Are wood fore and afters steel shod at all bearing surfaces? NO FORE & AFTERS. Are battens and wedges efficient and in good condition? YES. Are tarpaulins in good condition and in accordance with rule requirements? YES. Are lashings provided in accordance with rule requirements? YES.									

Particulars of fiddle, funnel and ventilator coamings:—

Storehold gratings covered by strong steel hinged covers. Fiddle funnel & ventilators in efficient condition. Engine skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

None.

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

1 Vent. on fore dk. 12 dia. beam. 33" x 30' Trunked to cargo hold.  
 1 " " R. Q. " 12 " " 36" x 36' to cargo hold.

Scutts. constructed in accordance with Rules, & coamings closed with wood plugs & canvas cover

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

1 M.I. air pipe on fore dk. 18" high x 3 1/2" dia. from fore peak.  
 2 " " up. dk. 25 " x 2 " " D.B. tank.  
 2 " " " " 30 " x 3 " " " "  
 4 " " " " R. Q. DK. 30 " x 3 " " " "  
 1 " " " " 27 " x 3 1/2 " " aft peak.  
 Efficient means of closing provided  
 & snuffing hole drilled in after vent

Particulars of Gangway Cargo and Coaling Ports:—

None.



© 2021

Lloyd's Register Foundation



Particulars of Scuppers and Sanitary Discharge Pipes —

Scuppers from freeboard & R.P.D.K. led through stringer bar above dk. ✓  
Discharges from officers & crews at 10 ft. fitted with storm valve at ship's side,  
below freeboard deck.

Particulars of Side Scuttles:

Side scuttles to officers accommodation in Bridge, & to crew space in file  
fitted with hinged deadlights of substantial construction.

Particulars of Guard Rails:—

Steel bulwarks on built dk. in well, on R.P.D.K. & on bridge 3'6" high efficiently  
constructed & supported. Guard rails on file dk. 3'3" high with 2 rods  
& stanchions spaced 4'9" apart.

Particulars of Gangways, Lifelines, etc.:—

A gangway is provided in the  
well for the protection of the crew.

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 ... ..	102.66	3'6"	3'4" x 1'8" 3'6" x 1'6" CIRCULAR ENDS.	2 } 5 3 }	22.47 14.3 S.A.F.	20.53 4.
Forward Well ... ..	31.0	3'6"	3'6" x 1'6" 6" RAD. CORNERS.	2.	8.94	6.2 4.

State position of each freeing port ... .. } After Well:— 6'0", 39'0", 73'9" FROM R.P.D.K. 8" TO FORE END OF PORT. 11" ABOVE D.K.  
(F. and A. position and height above deck edge) } Forward Well:— 3'6", 23'6" " B.F. " " AFT " " 11 1/2" " "  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— FITTED WITH HINGED SHUTTERS IN FORW. WELL.  
OPEN PORTS IN AFTER WELL WITH 2-7/8 DIA. HORIZ. BARS!

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 ... ..								
Raised Quarter Deck Bulkhead ... ..						None		
Bridge, After Bulkhead ... ..								
Bridge, Forward Bulkhead ... ..	.30	.26	6 x 3 x 400A	20"	Brackets top & bottom	None		
Forecastle Bulkhead ... ..			3 x 2 1/2 x 30	30"	None	5' x 2' 2 in W.	18"	
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ... ..	.32	.26	3 x 2 1/2 x 30	27/30"	None @ top	4'6" x 2'0" 4 in W.	18"	7'0"
Exposed Machinery Casings on Superstructure Decks ... ..								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ... ..								

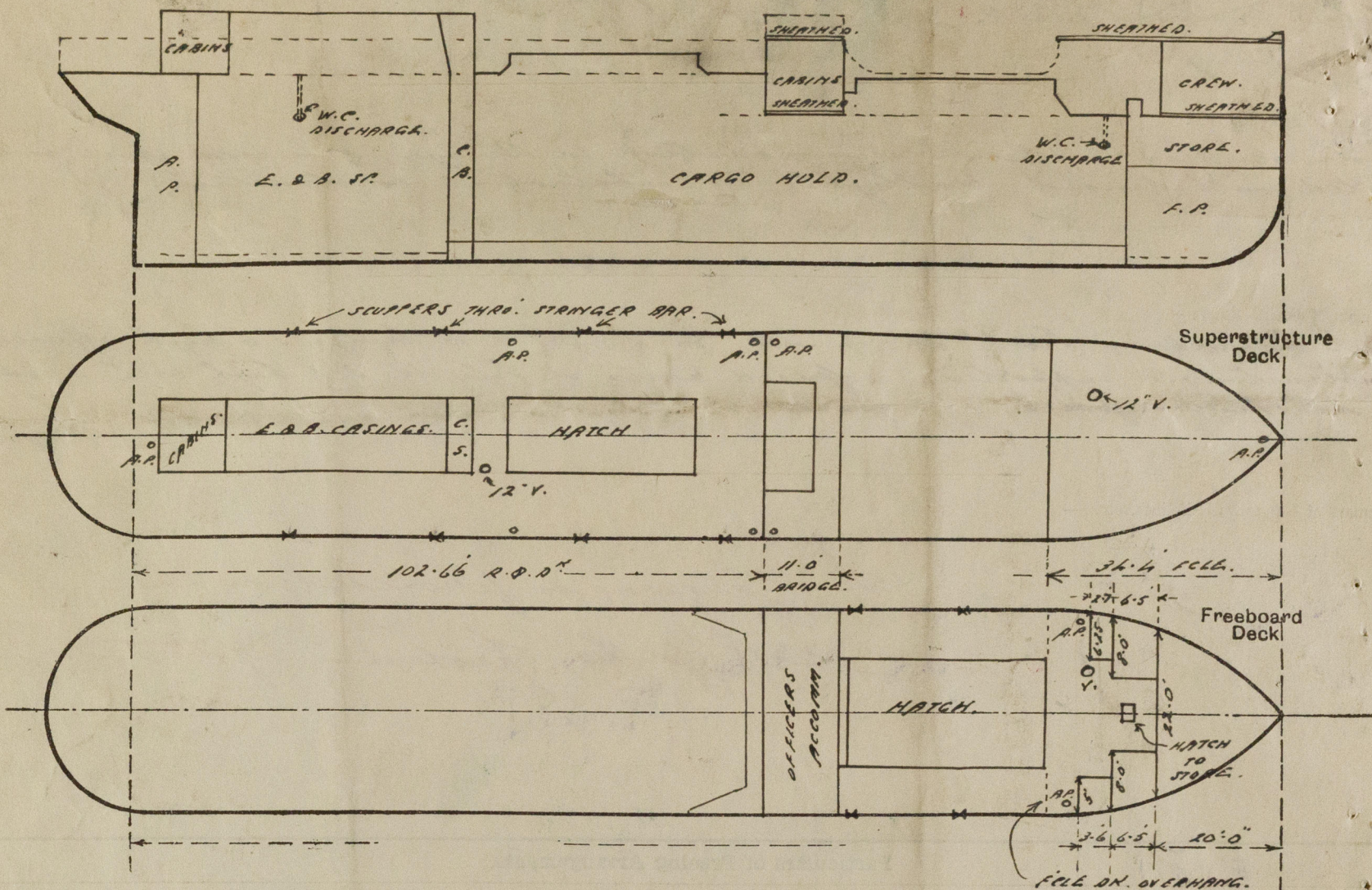
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ... ..	No openings
Raised Quarter Deck Bulkhead ... ..	No openings
Bridge, After Bulkhead ... ..	No openings
Bridge, Forward Bulkhead ... ..	No openings
Forecastle Bulkhead ... ..	Leak doors hinged, manipulated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ... ..	Steel do do do do
Exposed Machinery Casings on Superstructure Decks ... ..	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	
Deckhouses on Flush Deck Ships ... ..	



*Dromara.*

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 now surveyed afloat. Note: This vessel was dry docked in Feb. 1932 for damage repairs & a survey equivalent to S.S.W.I carried out (See G.R. Rep. No. 19382). As the vessel has since been laid up the Owners desire to take advantage of this docking for the issue of the new freeboard Certificate.*

*The following recommendations have been made in order to comply with the Regulations for Assignment of Freeboards:—  
 Air pipes on upper deck to be increased in height to 36".  
 Snifting hole to be drilled in the top of the bend of air pipe on R.D.D. to afford satisfactory means of closing to be provided for all air pipes.  
 Stanchions & life line to be provided in the forward well for the safety of the crew.*

*Additional freeing port area to be arranged in R.D.D. bulwark.  
 Fittings on freeing port shutter in fore. well to be removed & protective rod fitted across opening.*

*This vessel is expected to leave Port of origin on 6<sup>th</sup> April.*

Builder's name and yard number *J. S. White & Co. Ltd. Cowes.*

Names of sister ships

Owners *Light Shipping Co. Ltd. (Port & Marshall Ltd. Mgrs.)*

Fee £ *6 : 16 : 0*

Received by me



© 2021

Lloyd's Register Foundation