

WRECK SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **25450**
(For London Office only.)No. **557**Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~having **RAISED QUARTER DECK & FORECASTLE.***Joseph Pittsford Lady Caroline*

Type of Superstructures.)

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

STEEL SC. SR. **TIRYDAH**

BRITISH LONDON.

136149.

650.

1918 3MO.

Moulded Dimensions: Length **176.0'** Breadth **27.6'** Depth **13.9"**Moulded displacement at moulded draught = 85 per cent. of moulded depth **NO SCALE.** tons

Coefficient of fineness for use with Tables

Port of Survey **LONDON.**Date of Survey **15TH AUGUST, 1932.**Name of Surveyor *William E. Ewing*Particulars of Classification **+ 100 A1.***S.S. Low No. 3-1, 31*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth	(a) Where D is greater than Table depth (D—Table depth) R =	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth—D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ =
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	✓		✓		
" overhang	✓		✓		
R.Q.D. enclosed	106.9'		3.7"		
" overhang	NIL.		✓		
Bridge enclosed	✓		✓		
" overhang aft	✓		✓		
" overhang forward	✓		✓		
W'cle enclosed	21.5'		7.0'		
" overhang	SEE SKETCH.		✓		
Trunk aft	✓		✓		
" forward	✓		✓		
Tonnage opening aft	✓		✓		
" " forward	✓		✓		
Total					

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$ " " $\frac{S_1}{L} =$ " " $\frac{E}{L} =$

Percentage from Table, Line A.

(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 =

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.		1			36.		1		
$\frac{1}{4}$ L from A.P.		4			14 $\frac{1}{4}$.		4		
$\frac{2}{4}$ L "		2			3 $\frac{1}{2}$.		2		
Amidships		4			0.		4		
$\frac{3}{4}$ L from F.P.		2			6 $\frac{3}{4}$.		2		
$\frac{1}{4}$ L "		4			26 $\frac{3}{4}$.		4		
F.P.		1			57.		1		
Total									

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

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 = Ft.

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 Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

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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 " "

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS						
Description of Hatchway	No. 1.	No. 2.	CROSS BUNKER HATCH	TRIMMING HATCHES		
			ON FIDOLEX TOP	ON RQ DK.		
Dimensions of Hatchway	34'-10" x 15'-0"	29'-4" x 15'-0"	3'-8" x 13'-6"	5'-3" x 30"		
COAMINGS	Height above Deck	30"	24"	18"		
	Thickness	.44	.44	.30		
	Stiffeners	7 x 3 x .409	7 x 3 x .409	NONE		
	Brackets, Stays		.32 TRUNK	NONE		
HATCH BEAMS	Number	6	5	NONE		
	Spacing	5'-0"	4'-11"			
	Scantling and Sketch	3 x 3 x .37	3 x 3 x .37			
	Bearing Surface	3"	3"			
FORE AND AFTERS	Number	NONE.	NONE.	NONE		
	Spacing					
	Unsupported Lengths					
	Scantling* and Sketch					
HATCH COVERS	Material	PINE.	PINE.	PINE (PLUG)		
	Thickness	2 1/2"	2 1/2"	2 1/2"		
	How fitted	F & A.	F & A.	F & A.		
	Bearing Surface	3"	3"	2"		
Spacing of Cleats	24"	24"	30"	24"		
Number of Tarpaulins	2	2	ONE	2		

*Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?

Are tarpaulins in good condition and in accordance with rule requirements?

Are lashings provided in accordance with rule requirements?

YES.

YES.

YES.

Particulars of fiddle, funnel and ventilator coamings:—

FIDLEY & FUNNEL & VENT. COAMINGS SUBSTANTIALLY CONSTRUCTED & IN GOOD CONDITION.
ENG. ROOM SKYLIGHT 3" TEAK COAMING & 1 1/2" FLAPS. IN GOOD CONDITION.
STEEL HINGED COVER FOR FIDLEY GRATING— HINGES TO BE RENEWED.

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways:—

NONE.

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

FORD. WELL. ONE = 12" x 24" COAMING.
R.Q.D.. ONE = 12" x 24" COAMING.

Efficient closing appliances
are provided

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

A.P. 1" PIPE 6" HIGH SCREWED CAP.
F.P. 6" ABOVE F.C.L.E.. CANVAS COVER

Particulars of Gangway Cargo and Coaling Ports:—

NONE.



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TIRYDAIL

Particulars of Scuppers and Sanitary Discharge Pipes:—

ONE SOIL PIPE FROM PORT F.C.L.E. WING HOUSE ABOVE FREEBOARD DECK, LEAD BEND IN FOREHOLD WITHOUT STORM VALVE AT SHIP'S SIDE.
ONE SOIL PIPE FROM LAVATORY ABOVE R.Q.D. BETWEEN E. & B. CASINGS, PIPE LEADING THROUGH TOP OF SIDE BUNKER WITH STORM VALVE AT SHIP'S SIDE.
WITHOUT

Particulars of Side Scuttles:—

IN FORECASTLE 3 EACH SIDE WITH HINGED DEAD LIGHTS.

Particulars of Guard Rails:—

ON FORECASTLE 33" HIGH. 2 BARS. SPACED 5'-6"

Particulars of Gangways, Lifelines, etc.:—

LIFE LINE FIXTURES ~~BEING~~ PROVIDED IN FORE WELL.
LINE STRETCHED ABOVE FORE HATCH ON PORT SIDE.
DERRICK IN CRUTCH SERVING ON STARD. SIDE.
~~PRESENT FIXTURES BEING DISCARDED.~~

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Fore Well R.Q.D.	106.9'	3'-0"	22" x 12"	3.	5.5 Sq FT. 792 0"	21 Sq FT.
Forward Well	44.0'	4'-0"	1=36" x 22", 1=27" x 13", 1=30" x 16"	3.	1623 0" 11.2 Sq FT	11 Sq FT

State position of each freeing port

(F. and A. position and height above deck edge)

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.

R.Q.D. 35' + 55' + 85' ABAFT BREAK. 7" ABOVE DECK EDGE.

Forward Well: 34' + 19' 8" 3' FROM BREAK LARGE PORT AFT. 8" ABOVE DECK EDGE.

R.Q.D. HINGED DOORS NO BARS. R.Q.D. OPEN AT FORE ENDS 38'.

FORE WELL HINGED DOORS, 3 BARS ON AFT PORT ONLY.

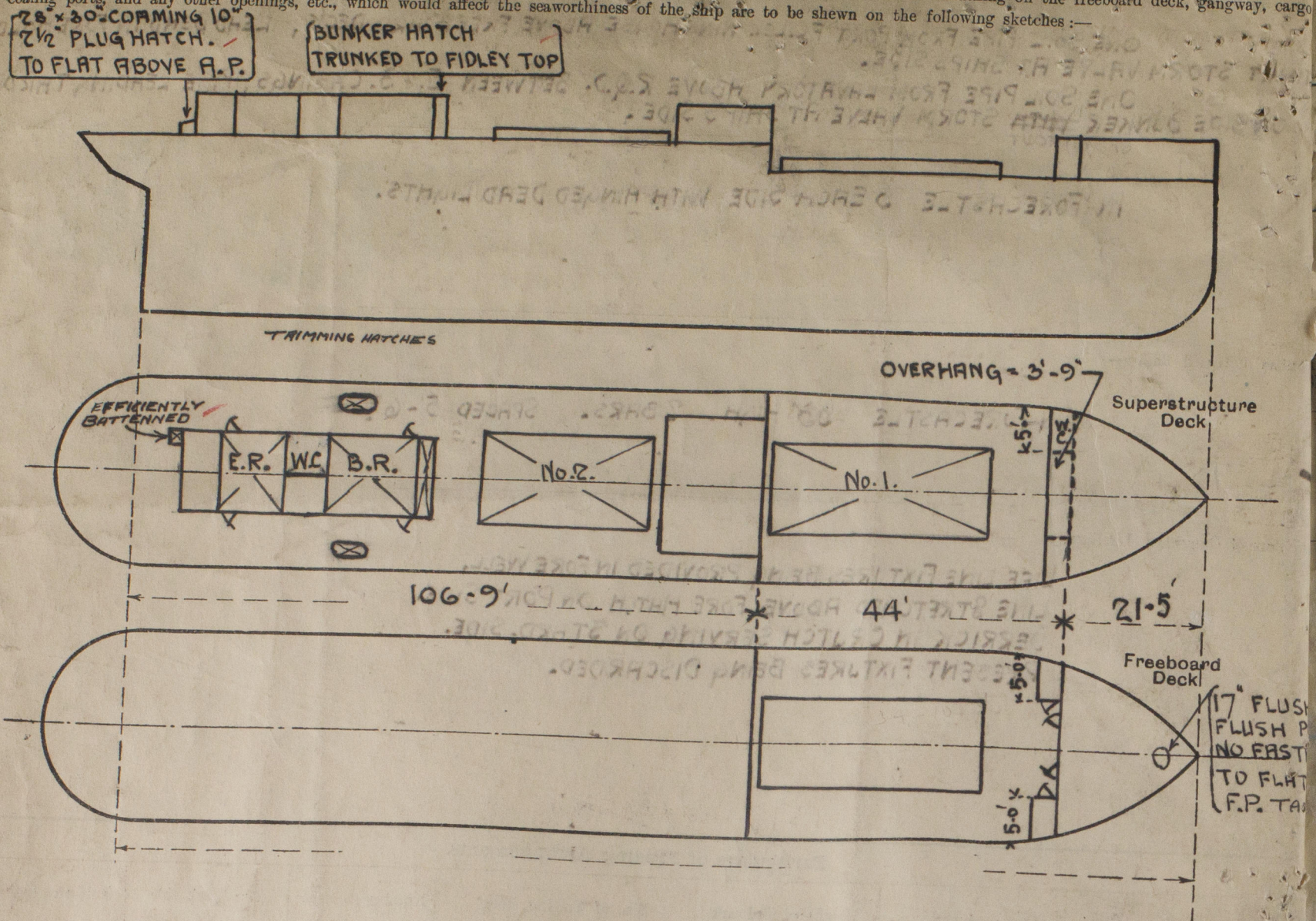
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead	✓	32.	SPLICED DIAPHRAGMS & BRACKETS DOUBLE 3" x 3" x 3/4" 11	44"	✓	NIL.	NIL.	3'-7"
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead	✓	26.	3" x 3 1/2" x 3	30.	LUQS T. & B.	4 = 54" x 23"	18.	7'-0.
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Deck	32.	26.	3" x 3" x 26	29"	BRACKETS TOP & BAR BOTTOM.	54 x 23.	18.	6'-6".
Exposed Machinery Casings on Raised Quarter Decks								
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	✓
Raised Quarter Deck Bulkhead	✓ no openings
Bridge, After Bulkhead	✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	HINGED STEEL DOORS FASTENING BOTH SIDES.
Exposed Machinery Casings on Deck	HINGED STEEL DOORS FASTENING BOTH SIDES.
Exposed Machinery Casings on Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	✓
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 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:—

SURVEY HELD AFLOAT & CONFINED TO TAKING PARTICULARS FOR THIS REPORT.
OWNER'S REQUEST THAT COMPUTATION BE MADE ON 1906 RULES.

Builder's name and yard number *W. H. Walker & Co., Ltd., London*

Names of sister ships

Owners

J. T. Coward & Sons Ltd

Fee £ *6 : 16 : -*
Exp. - 4 : 6.

Received by me

8 - SEP 1932



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