

WRECK

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. **24976**
(For London Office only.)

6 JUN 1932

No. **559**

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Forecastle & Raised Q Deck.Port of Survey NewcastleDate of Survey 2nd June, 1932.Name of Surveyor P. HorndaleParticulars of Classification +100 A1.ROVO

(Type of Superstructures.)

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

"SOUTHWICK"British
Liverpool4372604431917-2.

Moulded Dimensions: Length 150'0" Breadth 26'0" Depth 11'8"
 Moulded displacement at moulded draught = 85 per cent. of moulded depth (9'11") 832 tons
 Coefficient of fineness for use with Tables .753

Depth for Freeboard (D)

Moulded depth 11'67"Stringer plate .4204

Sheathing on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = 11'71"

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R =

$$(11'71 - 10) 1.154 = +1.97$$

(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) 26

$$\text{Standard Round of Beam} = \frac{B \times 12}{50} = \frac{26 \times 12}{50} = 6.24$$

$$\text{Ship's Round of Beam} = 6.2$$

Difference .26

Restricted to

$$\text{Correction} = \frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.26}{4} \times .4793 = -.03$$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Boop enclosed ...	✓				
" overhang ...	✓				
R.Q.D. enclosed ...	<u>55'62"</u>	<u>53'54"</u>	<u>3'52"</u>		<u>55'54"</u>
" overhang ...	✓				
Bridge enclosed ...	✓				
" overhang aft ...	✓				
" overhang forward ...	<u>25'56"</u>				<u>22'56"</u>
" overhang forward ...	<u>21'3"</u>	<u>22'56"</u>	<u>6'6"</u>		<u>22'56"</u>
Trunk aft ...	✓				
" forward ...	✓				
Tonnage opening aft ...	✓				
" forward ...	✓				
Total ...	<u>78'10"</u>	<u>78'10"</u>			<u>78'10"</u>

Standard Height of Superstructure 6'0"" " R.Q.D. 3'33"Deduction for complete superstructure 21'0"Percentage covered $\frac{S}{L} = \frac{52.07}{100}$ " " $\frac{S_1}{L} = \frac{52.07}{100}$ " " $\frac{E}{L} = \frac{52.07}{100}$ Percentage from Table, Line A. 34.90
(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 = 21'0" + 34.90 = 7.33

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>25'00"</u>	1	<u>25'00"</u>	<u>27'25"</u>	<u>27'25"</u>	1	<u>27'25"</u>
$\frac{1}{8}L$ from A.P. ...	<u>11'12"</u>	4	<u>44'48"</u>	<u>13'40"</u>	<u>12'44"</u>	4	<u>49'76"</u>
$\frac{3}{8}L$ " ...	<u>2'75"</u>	2	<u>5'50"</u>	<u>3'50"</u>	<u>3'11"</u>	2	<u>6'22"</u>
Amidships ...		4				4	
$\frac{5}{8}L$ from F.P. ...	<u>5'50"</u>	2	<u>11'00"</u>	<u>5'75"</u>	<u>5'78"</u>	2	<u>11'56"</u>
$\frac{7}{8}L$ " ...	<u>22'24"</u>	4	<u>88'96"</u>	<u>21'50"</u>	<u>23'11"</u>	4	<u>92'44"</u>
F.P. ...	<u>50'00"</u>	1	<u>50'00"</u>	<u>51'00"</u>	<u>51'00"</u>	1	<u>51'00"</u>
Total ...	<u>22'5"</u>		<u>224'94"</u>				<u>238'23"</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{13.29}{18} \left(.75 - \frac{26.03}{100} \right) = .75$

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 = 11'71"Summer freeboard = 92Moulded draught (d) = 10'79"

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 2'70"Addition for Winter North Atlantic Freeboard (if required) = 23/4

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient 68 + 753
136

Depth Correction 1.97
 Deduction for superstructures 7.33
 Sheer correction 0.03
 Round of Beam correction 0.03
 Correction for Thickness of Deck amidships 0.03
 Other corrections, scantlings, etc. 0.03

15.50
16.33

Summer Freeboard = 10'9 3/4"

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 " " ... 23/4
 Winter North Atlantic Line " "

Tropical Fresh Water Freeboard
 Fresh Water " "
 Tropical " "
 Winter " "
 Winter North Atlantic " "

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Lloyd's Register
1906 Amendment
Foundation

Southwick

*Are wood fore and afters steel shod at all bearing surfaces? ☒ Yes.
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? ☒ 2 lock bars to each flight of hatches: ✓

Particulars of hiddle, funnel and ventilator coverings :-
Hiddle gratings are fitted with hinged steel covers.
E. R. Skylight is steel.
Hiddle & funnel vents. good.

None

None

Particulars of Ventilators in expd positions on freeboard and superstructure decks :-

Yield decks:-	1 @ 7"	cha led to fore peak.	Coaming	30" x 28"
Tare decks:-	2 @ 15"	" " "	hold	49" x 34" (not stayed)
R.Q. Deck:-	2 @ 7"	" " "	bulkheads	30" x 30"
	1 G.N. 4"	" " "	aft store	x 12" to mouth

Yocle decks:- 1 @ $2\frac{1}{2}$ " dia led to fore peak x 9" to mouth

Clare

W.C. discharges lead to H. I. Storm valves fitted

Particulars of Side Scuttles:
hinged dead. lights fitted in foil space.

Particulars of Guard Rails:—
 Tole deck:— 2 tier rails 3' 2" high. Stems spaced 4' 9" apart. ✓
 R. Q. Dk. 3 " " 3' 3" " " 4' 9" " ✓
 Fore well:— bulwarks 4' 0" high. Stems 5' x 2½' x 32' B.A. Sp. 6' 5" apart. ✓

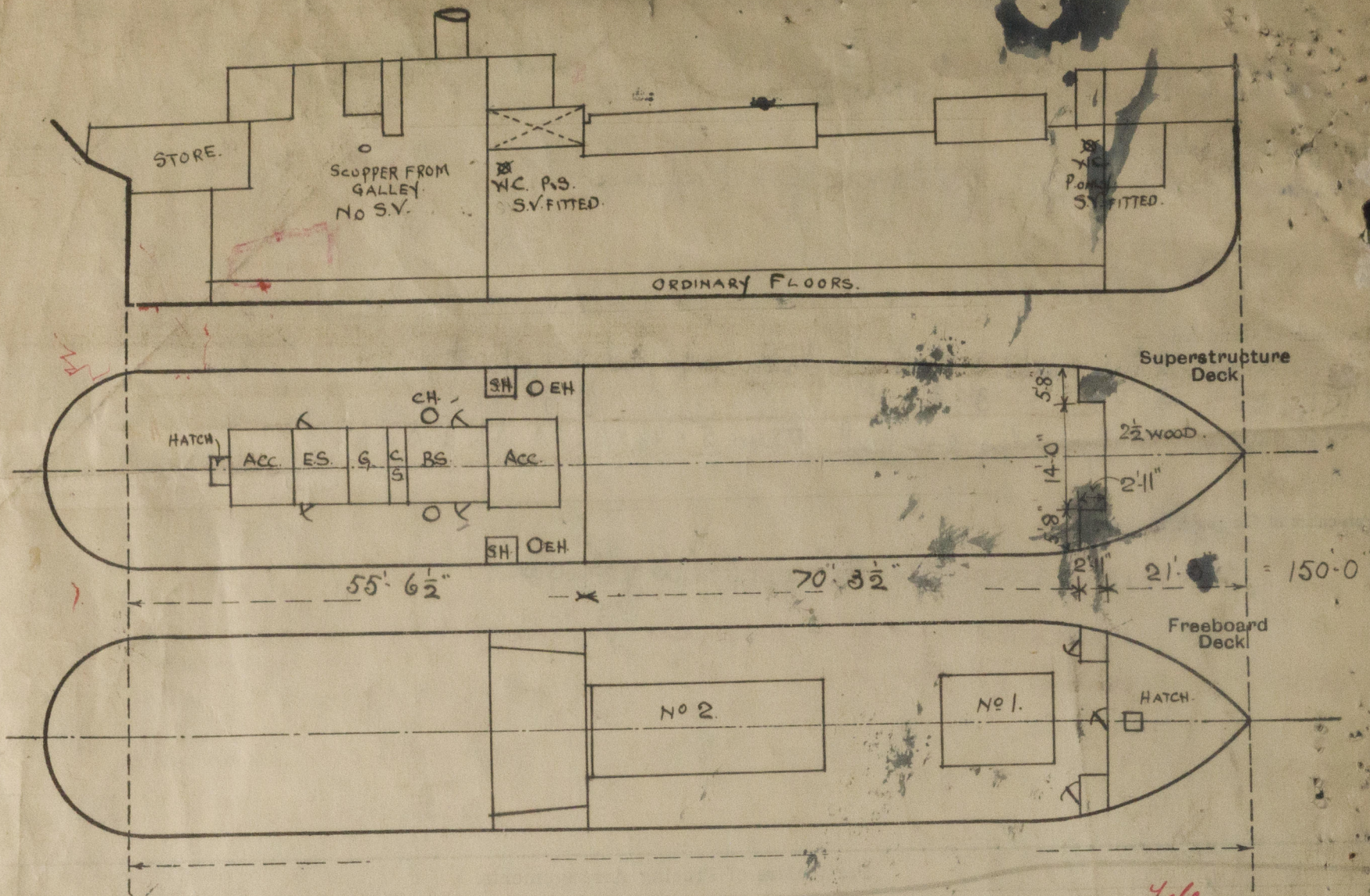
~~No permanent fittings. Crew forward~~

Suitable lifelines provided for use of the crew in the fore well

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"	4½" x 3" x 42"	30"	DEEP BRACKET ON ALT. STIFFS.	None	—	
Bridge, After Bulkhead	✓							
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	—	26"	3" x 2½" x 30"	33"	None.	1) 4' 9" x 27" 2) 4' 6" x 24"	18"	
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Free board or Raised Quarter Decks ...	32"	26"	3" x 2½" x 32"	25"	None.	4) 40" x 24"	18"	6' 9"
Exposed Machinery Casings on Super- structure Decks	✓							
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships ...	✓							

Poop Bulkhead	✓
Raised Quarter Deck Bulkhead ...	Intact ✓
Bridge, After Bulkhead	✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	3 hinged steel doors operating both sides ✓
Exposed Machinery Casings on Free head or Raised Quarter Decks ...	4 hinged steel doors operating both sides ✓
Exposed Machinery Casings on Super- structure Decks	✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	✓
m. 232 1 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:



Tele
2-921567
12-67
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State any special features in the construction of the ship:—

Vessel examined in dry-dock for damage & condition.

Ex Draft. Ex Dish. T.P.I.

10'-4 5/8"	-	875	-	7.90
10'-10 5/8"	-	924	-	8.00
11'-4 5/8"	-	972	-	8.10

974
5
919

Builder's name and yard number Swan, Hunter & Wigham Richardson, Ltd. Sunderland.

Names of sister ships.

Owners A. Chester.

Fee £ 5 : 2 : 0

Received by me.



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