

Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

5 JUL 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having SHELTER DECK WITH TONNAGE OPENINGPort of Survey NEWCASTLE

(Type of Superstructures.)

Date of Survey 2<sup>ND</sup> & 4<sup>TH</sup> JULY/32

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

STONEGATEBRITISHLONDON14997050441928.1Name of Surveyor John A. LawsonMoulded Dimensions: Length 410.00' Breadth 55.29' Depth 28.33'Moulded displacement at moulded draught = 85 per cent. of moulded depth 12117 tonsCoefficient of fineness for use with Tables .777Particulars of Classification +100 A.1WITH FREEBOARD

## Depth for Freeboard (D)

Moulded depth ... .. 28.33Stringer plate ... .. .04

Sheathing on exposed deck

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

Depth for Freeboard (D) = 28.37

## Depth correction

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

$$(28.37 - 27.33) \times 3.0 = 3.12$$

(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) 55.29Standard Round of Beam =  $\frac{B \times 12}{50} =$  13.27Ship's Round of Beam = 15Difference 1.73

Restricted to

$$\text{Correction} = \frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.73}{4} \times .0058 = \text{Nil}$$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>27.86</u>	<u>27.86</u>	<u>9.0</u>		<u>27.38</u>
" overhang ...	<u>.29</u>	<u>.14</u>			<u>.14</u>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...	<u>.46</u>	<u>.46</u>			
" overhang forward ...	<u>377.78</u>	<u>377.67</u>	<u>9.0</u>		<u>377.46</u>
Fore enclosed ...					
" overhang ...	<u>.29</u>	<u>.22</u>			<u>.22</u>
Trunk aft ...					
" forward ...	<u>4.58</u>				
Tonnage opening aft ...	<u>4.7</u>	<u>2.40</u>	<u>9.0</u>		<u>2.40</u>
" " forward ...					
Total ...	<u>410.00</u>	<u>407.60</u>			<u>407.60</u>

Standard Height of Superstructure 7.50

" " R.Q.D.

Deduction for complete superstructure 42.00Percentage covered  $\frac{S}{L} =$  100" "  $\frac{S_1}{L} =$  99.42" "  $\frac{E}{L} =$  99.42Percentage from Table, Line A.  
(corrected for absence of forecastle (if required)) 99.28Percentage from Table, Line B.  
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 42.00  $\times$  99.28 = -41.70

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>51.00</u>	<u>1</u>	<u>51.00</u>	<u>54</u>	<u>54.00</u>	<u>1</u>	<u>54.00</u>
$\frac{1}{4}$ L from A.P. ...	<u>22.69</u>	<u>4</u>	<u>90.76</u>	<u>23.5</u>	<u>23.50</u>	<u>4</u>	<u>94.00</u>
$\frac{2}{4}$ L " ...	<u>5.61</u>	<u>2</u>	<u>11.22</u>	<u>5.5</u>	<u>5.87</u>	<u>2</u>	<u>11.74</u>
Amidships ...		<u>4</u>				<u>4</u>	
$\frac{3}{4}$ L from F.P. ...	<u>11.22</u>	<u>2</u>	<u>22.44</u>	<u>11.3</u>	<u>11.75</u>	<u>2</u>	<u>23.50</u>
$\frac{4}{4}$ L " ...	<u>45.39</u>	<u>4</u>	<u>181.56</u>	<u>47</u>	<u>47.00</u>	<u>4</u>	<u>188.00</u>
F.P. ...	<u>102.00</u>	<u>1</u>	<u>102.00</u>	<u>108</u>	<u>108.00</u>	<u>1</u>	<u>108.00</u>
Total ...			<u>458.98</u>				<u>594.04</u>

Correction =  $\frac{\text{Difference between sums of products}}{18}$ 

$$\left( 75 - \frac{S}{2L} \right) = \frac{135.06}{18} \left( 75 - .50 \right) = -1.87$$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.Actual T.D. Ht = 9.00  
Standard " " 7.50  
1.50 = 18"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 =  }  
" " aft of " =  } c.s.s.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 28.37Summer freeboard = 3.29Moulded draught (d) = 25.08

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 6.27Addition for Winter North Atlantic Freeboard (if required) = 7"

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$  12897

Tons per inch immersion at summer load water line

 $T =$  45.8Deduction =  $\frac{\Delta}{40 T}$  inches $=$  7.03

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

Correction for coefficient .777 + .68 = 1.457  
1.36Depth Correction ... .. 3.12Deduction for superstructures ... .. 41.70Sheer correction ... .. 1.87Round of Beam correction ... .. -Correction for Thickness of Deck amidships ... .. -Other corrections, scantlings, etc. ... .. -3.12 43.57 -40.45Summer Freeboard = 39.47

## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	<u>13 1/4"</u>
Fresh Water Line " " ...	<u>7 1/4"</u>
Tropical Line " " ...	<u>6 1/4"</u>
Winter Line below " " ...	<u>6 1/4"</u>
Winter North Atlantic Line " " ...	<u>6 1/4"</u>

Tropical Fresh Water Freeboard ...	<u>2' - 2 1/4"</u>
Fresh Water " " ...	<u>2' - 8 1/2"</u>
Tropical " " ...	<u>2' - 9 1/4"</u>
Winter " " ...	<u>2' - 9 1/4"</u>
Winter North Atlantic " " ...	<u>2' - 9 1/4"</u>



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
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Particulars of fiddley, funnel and ventilator coamings:— FIDDLY GRATINGS COVERED BY STRONG STEEL HINGED COVERS.  
FUNNEL AND FIDDLY VENTS IN EFFICIENT CONDITION.  
ENGINE SKYLIGHT OF STEEL OF SUBSTANTIAL CONSTRUCTION.

Particulars of Flush Bunker Scuttles:— **NONE.**

Particulars of Companionways :— **NONE .**

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

1 VENT.	18 " DIA <sup>R</sup>	COAMING	36 " x 32 " To STERN.	2 VENTS	7 " DIA <sup>R</sup>	COAMING	39 " x 32 " To CUMBERDAM SPACE.
1 ELE DE FORD	2 VENTS	24 " DIA <sup>R</sup>	" " " 36 " x 32 " To HOLD	2 "	" "	" "	30 " x 32 " To T.O.B.W.
SHELTER DECK	8 OFF	20 " DIA <sup>R</sup>	COAMING. 36 " x 32 " "				
4 VENTS	24 "	" "	36 " x 32 " "				
2 DERRICK POSTS	24 " DIA <sup>R</sup>						
2 VENTS	12 " DIA <sup>R</sup>	COAMING	36 " x 32 " To DEEP TANK.				ALL VENTS ARE IN ACCORDANCE WITH RULES
2 "	12 "	" "	36 " x 32 " To TW. DE AFT.				AND HAVE WOOD PLUGS AND CANVAS COVERS.

Particulars of Air Pipes in exposed positions on <del>freeboard, raised quarter,</del> or superstructure decks :-				
<u>FORE DECK :-</u>		1 G.N. AIR PIPE	2" DIA <sup>R</sup>	20' TO LIP, 22 TO BEND TO FORE PEAK
	1	"	2	18' " 21 " TO D.S.
<u>SHELTER DECK :-</u>		4	2	19' " 21 " "
	2	"	3½	18' " 21 " "
	4	"	3	18' " 21 " "
	8	"	2½	18' " 21 " "
	2	"	3	18' " 21 " TO A. PEAK

Particulars of Gangway Cargo and Coaling Ports:— **NONE.**



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Particulars of Scuppers and Sanitary Discharge Pipes — LAVATORY DISCHARGES ARE ABOVE FREEBOARD DECK AND HAVE STORM VALVES ON SHIP'S SIDE. —  
SCUPPERS FROM FREEBOARD DECK HAVE STORM VALVES ON SHIP'S SIDE BELOW FREEBOARD DECK.  
SCUPPERS IN TWEEN DECK HAVE PLATE COVERS ON FREEBOARD DECK.

Particulars of Side Scuttles: — SIDE SCUTTLES ABOVE FREEBOARD DECK HAVE HINGED DEADLIGHTS.  
SIDE SCUTTLES ARE OF SUBSTANTIAL CONSTRUCTION.

RETAIN

Particulars of Guard Rails: — FOLEY DECK FOR 3 TIER. 3'-3" HIGH. STANCHIONS SPACED 5'-0" APART. —  
SHELTER DECK 3 TIER. 3'-3" " " " 4'-10" " " —  
BULWARK FROM BRIDGE HOUSE TO AFT END OF CASING. 3'-0" HIGH. (184'-0")  
" AFT IN WAY OF HOUSE 28'-6".

Particulars of Gangways, Lifelines, etc.: — LIFELINES ARE PROVIDED (3/4" ROPE) AND FITTED WHEN NECESSARY.  
ARRANGEMENTS ARE PROVIDED TO TAKE ROPE.

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 ... .. TONNAGE OPENING.	5'-2" —	3'-0" 12" ABOVE DECK	2'-6" x 1'-6" — 16" AFT OF FOLEY END.	1 — HINGED	DOOR FITTED.	
Forward Well ... ..						
State position of each freeing port ... .. } After Well:— (F. and A. position and height above deck edge) } Forward Well:— 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.						

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 ... ..	28" —	28" —	3 1/2" x 24" — 30"	28" — 30"	—	6'-0" x 8'-1"	18" —	—
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ... ..	28" —	28" —	3 1/2" x 24" — 30"	28" — 30"	—	6'-0" x 8'-1"	18" —	
Bridge, Forward Bulkhead ... ..	✓							
Forecastle Bulkhead ... ..	✓							
Trunk, Aft ... ..	✓							
Trunk, Forward ... ..	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Superstructure Decks ... ..	46" —	30" —	3 x 3 x 26" —	36" — 31" —	—	4'-0" x 1'-10"	29" —	7'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	46" —	28" —	3 x 3 x 26" —	36" —	—	4'-0" x 1'-10"	18" —	✓
Deckhouses on Flush Deck Ships ...	✓							

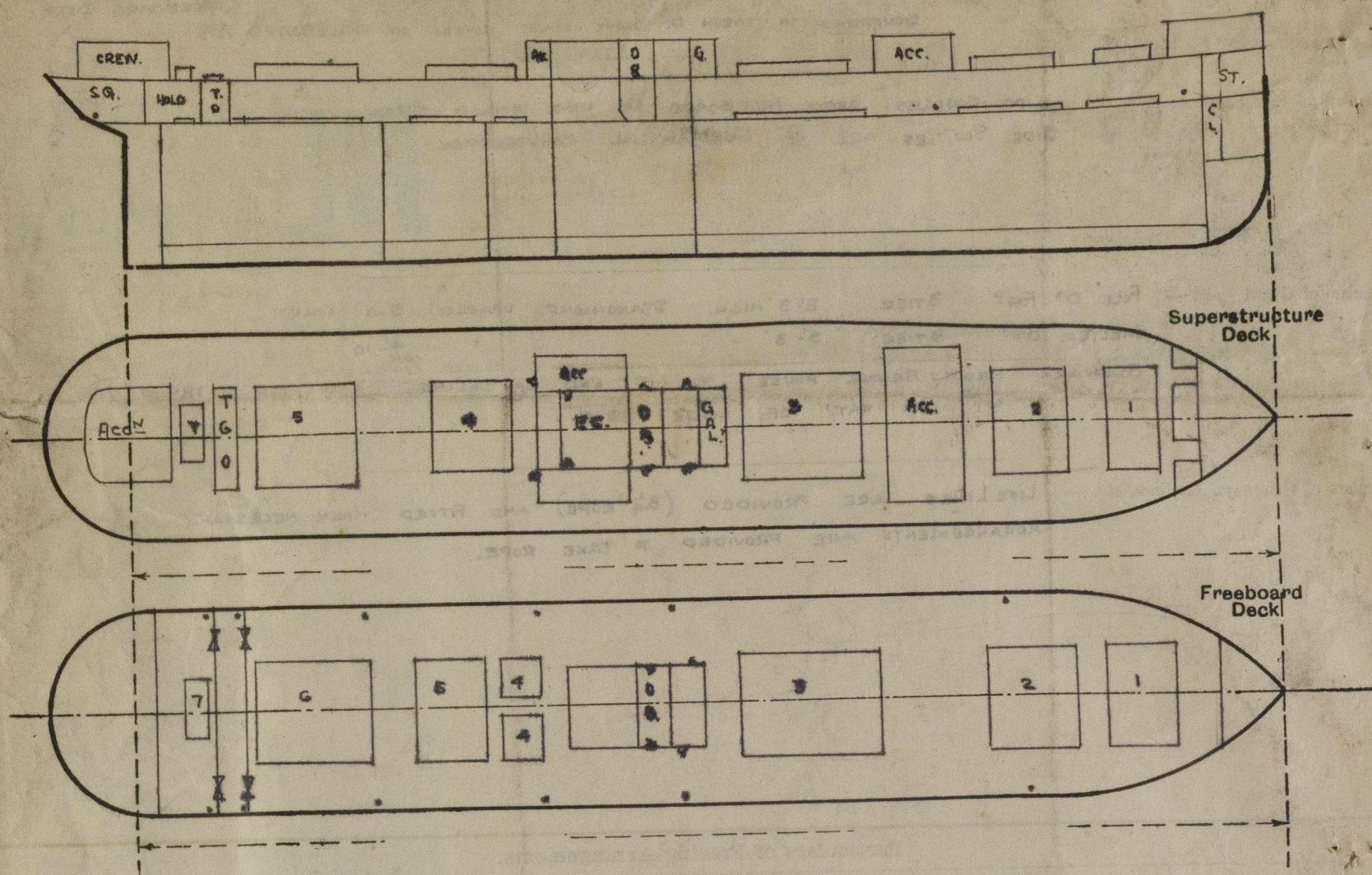
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ... ..	3" WEATHER BOARDS IN RIVETTED CHANNELS FULL HEIGHT. —
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ... ..	3" WEATHER BOARDS IN RIVETTED CHANNELS FULL HEIGHT. —
Bridge, Forward Bulkhead ... ..	✓
Forecastle Bulkhead ... ..	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks ... ..	ORD. STEEL HINGED DOORS OPERATED BOTH SIDES. —
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	ORD. STEEL HINGED DOORS OPERATED BOTH SIDES. —
Deckhouses on Flush Deck Ships ...	✓



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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:—



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

VESSEL EXAMINED IN DRY DOCK. *omit*  
THE SPECIAL SURVEY IS EXPECTED TO BE COMPLETED AT THIS TIME.

TONS PER INCH		
DRAFT.	22-0	45.1 TONS.
	23-0	45.35
	24-0	45.60
	25-0	45.80
	26-0	46.00
	27-0	46.30

Builder's name and yard number W. DOWFORD & SONS. LTD.

Names of sister ships

Owners TURNBULL SCOTT SHIPPING CO. LTD.

Fee £ 13 : 12 : 0

Received by me



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