

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

-5 APR 1932

Index. No. 17516
(For London Office only.)No 100109
 Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having Forecastle and Raised Quarter Deck.
Port of Survey Liverpool (Birkenhead).Date of Survey 23rd March 1932
subsequently.Name of Surveyor E. H. Dean.Particulars of Classification 100A.1.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>"ELSIE ANNIE."</u>	<u>Weymouth British.</u>	<u>120481</u>	<u>358</u>	<u>1904</u>
Moulded Dimensions: Length <u>143.0'</u> Breadth <u>24.0'</u> Depth <u>11.08'</u>				
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>650 660</u> tons				
Coefficient of fineness for use with Tables <u>704.715</u>				

Depth for Freeboard (D)		Depth correction	Round of Beam correction
Moulded depth	<u>11.08'</u>	(a) Where D is greater than Table depth (D-Table depth) R = $(11.12 - 9.53) \times 1.00$ <u>1.59</u>	Moulded Breadth (B) <u>24.0'</u>
Stringer plate	<u>.04'</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{24 \times 12}{50} = 5.76$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <u>✓</u>			Ship's Round of Beam = <u>6"</u>
Depth for Freeboard (D) = <u>11.12'</u>		If restricted by superstructures <u>✓</u>	Difference <u>.24"</u>
			Restricted to
			Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.24}{4} \times .4214 = -.03$

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	<u>49.5'</u>	<u>49.50</u>	<u>4.0'</u>	-	<u>49.50</u>
" overhang	-	-	-	-	-
Bridge enclosed	<u>12.7'</u>	<u>12.70</u>	<u>7.0'</u>	-	<u>12.70</u>
" overhang aft	-	-	-	-	-
" overhang forward	-	-	-	-	-
F'cle enclosed <u>equival.</u>	<u>19.2'</u>	<u>20.53</u>	<u>7.0'</u>	-	<u>20.53</u>
" overhang	<u>4.33</u>	-	-	-	-
Trunk aft	-	-	-	-	-
" forward	-	-	-	-	-
Tonnage opening aft	-	-	-	-	-
" forward	-	-	-	-	-
Total	<u>82.73</u>	<u>82.73</u>	-	-	<u>82.73</u>

Standard Height of Superstructure	<u>6.00</u>
" " R.Q.D.	<u>3.29</u>
Deduction for complete superstructure	<u>20.30</u>
Percentage covered $\frac{S}{L} =$	<u>57.86</u>
" " $\frac{S_1}{L} =$	<u>57.86</u>
" " $\frac{E}{L} =$	<u>57.86</u>
Percentage from Table, Line A.	<u>43%</u>
(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)	<u>✓</u>
Deduction = $20.30 \times .43 =$	<u>- 8.73</u>

SHEER CORRECTION.

R.Q.D. Actual = 4.00
Standard = 3.29

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>24.30</u>	1		<u>24.30</u>	<u>23</u>	<u>22.00</u>	1		<u>22.00</u>
$\frac{1}{4}$ L from A.P.	<u>10.81</u>	4		<u>43.24</u>	<u>9</u>	<u>10.66</u>	4		<u>42.64</u>
$\frac{2}{4}$ L "	<u>2.67</u>	2		<u>5.34</u>	<u>2</u>	<u>2.67</u>	2		<u>5.34</u>
Amidships	<u>✓</u>	4		<u>✓</u>	<u>✓</u>	<u>✓</u>	4		<u>✓</u>
$\frac{3}{4}$ L from F.P.	<u>5.34</u>	2		<u>10.68</u>	<u>6</u>	<u>5.53</u>	2		<u>11.06</u>
$\frac{1}{4}$ L "	<u>21.62</u>	4		<u>86.48</u>	<u>20</u>	<u>22.12</u>	4		<u>88.48</u>
F.P.	<u>48.60</u>	1		<u>48.60</u>	<u>49</u>	<u>48.00</u>	1		<u>48.00</u>
Total				<u>218.64</u>					<u>239.44</u>

Mean actual sheer aft	<u>Excess</u>
Mean standard sheer aft	<u>8.52</u>
Mean actual sheer forward	<u>Excess</u>
Mean standard sheer forward	<u>8.52</u>
Length of enclosed superstructure forward of amidships = $\frac{L}{2}$	<u>✓</u>
" " aft of " = $\frac{5.00}{143.60} =$	<u>.035</u>
Sheer aft increased by virtue of raised quarter-deck having a height in excess of the standard.	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{20.80}{18} (.75 - .2893) = -.5324$ If limited on account of midship superstructure. $\frac{5}{28.6} \times .53 = -.09$ 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 =	<u>11.12'</u>
Summer freeboard =	<u>.64'</u>
Moulded draught (d) =	<u>10.48'</u>

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = $\frac{10.48}{4} = 2.62 = 2\frac{1}{2}$ Addition for Winter North Atlantic Freeboard (if required) = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 737

Tons per inch immersion at summer load water line

T = 6.5Deduction = $\frac{\Delta}{40 T}$ inches= $\frac{737}{40 \times 6.5} = 2.83 = 2\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{715.44 + .68}{1.36}$

	+	-
Depth Correction	<u>1.75</u>	-
Deduction for superstructures	-	<u>8.73</u>
Sheer correction	-	<u>.09</u>
Round of Beam correction	-	<u>.03</u>
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		

Summer Freeboard = 7.75SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	<u>54</u>
Fresh Water Line " "	<u>23</u>
Tropical Line " "	<u>23</u>
Winter Line below " "	<u>23</u>
Winter North Atlantic Line " "	<u>42</u>

Tropical Fresh Water Freeboard	<u>0'-7$\frac{3}{4}$"</u>
Fresh Water " "	<u>0'-2$\frac{3}{4}$"</u>
Tropical " "	<u>0'-5"</u>
Winter " "	<u>0'-5$\frac{1}{4}$"</u>
Winter North Atlantic " "	<u>0'-10$\frac{1}{4}$"</u>

MARKING FORM

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RECEIVED NOV 1933

RECEIVED FEB AUG 1933

RECEIVED 24 JUL 1933

W494-0183.12

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	Stiffeners	...	...	...	...	...	...	...	...
	Brackets, Stays	...	...	...	...	...	...	...	...
HATCH BRAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
	Centre of BULB PLATE	...	...	...	...	...	...	...	...
	Side	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	How fitted	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...	...	...	...

*Are wood fore and afters steel shod at all bearing surfaces? *Some steel shod, some not shod.*
 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:— *The stokehold gratings are covered by steel hinged covers. The fiddle and Engine Room Ventilation and funnel are in good and efficient condition. The Engine Room skylight is of steel strongly constructed and is in good condition.*

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

one - In Exposed Casing on R.Q.D. aft on starboard side. Wood door, hinged, 1/4" thick. 4'6" x 2'0" 18" sill, led to Engine Room accommodation below R.Q.D. aft
one - In aft end of Exposed Casing on R.Q.D. on Port side to Engine Room see sketch on leaf (back).
one - In clark house on Bridge deck to Bridge house Accommodation see sketch on leaf (back).

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

2. VENTILATORS ON FORE WELL DECK. 36" x 40" COAMINGS LED TO HOLD. 18" DIA. VENTS ARE CLOSED WITH WOOD PLUGS AND CANVAS COVERS.
2. " " FLYING BRIDGE 36" x 40" " " " 18" " "
4-M. " " BRIDGE DECK 6" HIGH 6" DIA. LED TO ACCOMMODATION.

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

AIR PIPES TO FORE PEAK TANK AND DOUBLE BOTTOM TANK AND AFT PEAK TANK ARE: BRASS SCREWED PLUG TO FLUSH PIPE.

Particulars of Gangway Cargo and Coaling Ports:—

None.

Particulars of Scuppers and Sanitary Discharge Pipes —

Sanitary discharge pipes fitted with clark valves at ship's side

4" x 3 1/2"
 DETAILS OF DECK SCUPPERS.
 FOR POSITIONS SEE OVER

Particulars of Side Scuttles:—

Side Scuttles to Crew's Accommodation in forecabin are of substantial construction and are fitted with hinged c.i. deadlights.
Side Scuttles to Engineer's Accommodation aft are of substantial construction and are fitted with c.i. deadlights.

Particulars of Guard Rails:—

Strongly constructed bulwarks, steel, efficiently stayed, 4'0" high in fore well, 3'3" high round R.Q.D. aft.
Guard rails round forecabin deck 3'2" high, 4'0" apart. 2 rails.

Particulars of Gangways, Lifelines, etc.:—

Engelsbolts have been fitted for use in the well for rigging lifelines which are available for the use of the crew in the regular working of the ship.

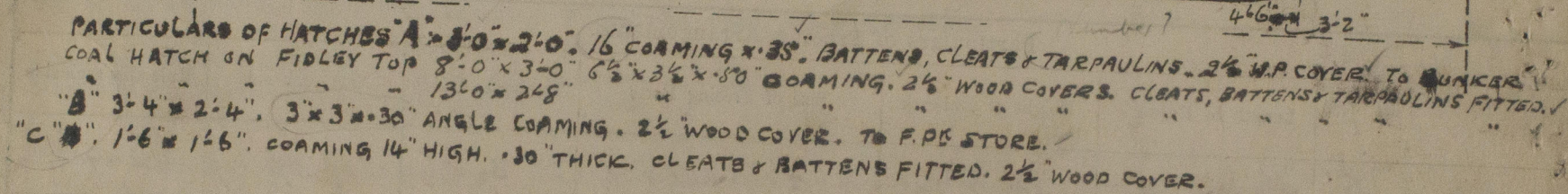
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	84'6"	3'2"	2'6" x 1'3" 2'6" x 1'0"	3 { 5	14.37 sq ft	12-90 sq ft
Forward Well	58'7"	4'0"	4'0" x 1'6"	3	18 sq ft	12 sq ft
State position of each freeing port (F. and A. position and height above deck edge) } After Well: — 7'6" 9'6" 9'10" 8'0" BODGE FT. 14'6" 15'11" 14'8" 14'4"						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — } FREEING PORTS ARE FITTED WITH SHUTTERS HINGED AT CENTRE.						
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	30"	4" x 3 1/2" x 35" B.A.	28"	Aft. Up to Bottom	None	None	4'0"
Bridge, After Bulkhead	None	30"	4" x 3 1/2" x 35" B.A.	28"	Aft. Up to Bottom	None	None	6'9"
Bridge, Forward Bulkhead	None	30"	4" x 3 1/2" x 35" B.A.	28"	Aft. Up to Bottom	None	None	6'9"
Forecabin Bulkhead	None	25"	3" x 3" x 30"	24"	None	1" Wood Door 4'5" x 2'0"	18"	7'0"
Trunk, Aft	—	—	—	—	—	—	—	—
Trunk, Forward	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Deck	30"	25"	2 1/2" x 2 1/2" x 25"	32"	None	STEEL DOOR 4'6" x 2' (WOOD) 4'6" x 2'	22"	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	—
Raised Quarter Deck Bulkhead	None Opening
Bridge, After Bulkhead	None
Bridge, Forward Bulkhead	None
Forecabin Bulkhead	Wood door manipulated from both sides
Exposed Machinery Casings on Deck	Wood & steel doors manipulated from both sides
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 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:—

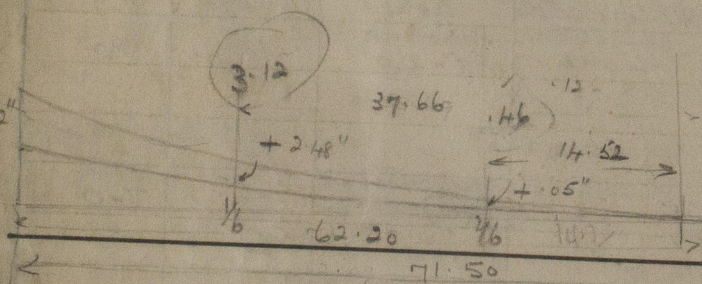
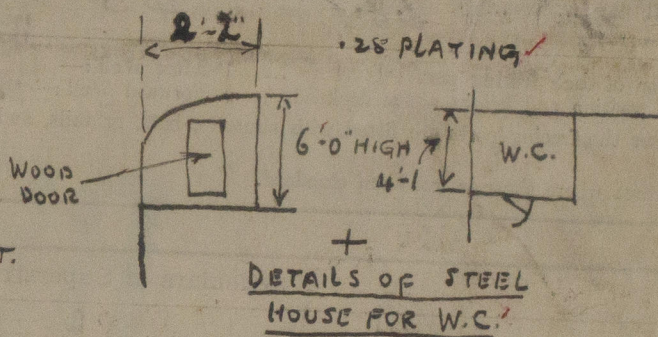
Hand-drawn diagram of a hatch cover layout for a ship. The diagram shows a rectangular hatch cover divided into six sections by five vertical lines. The sections are labeled "WOOD 5'x5\"", "WOOD 5'x5\"", "WOOD 5'x5\"", "WOOD 5'x5\"", "WOOD 5'x5\"", and "WOOD 5'x5\"". Above the sections, dimensions are given: 7'-10", 9'-6", 7'-10", 7'-10", 9'-6", and 7'-10". To the right of the sections, dimensions are given: 8'-6", 3'-6", 3'-6", and 3'-6". The text "AFT." is written to the right of the hatch cover. Below the hatch cover, the text "DETAILS OF MAIN HATCH" is written, followed by "FORE & AFT.".

	7'-10"	9'-6"	7'-10"	7'-10"	9'-6"	7'-10"
WOOD 5'x5"	WOOD 5'x5"	WOOD 5'x5"	WOOD 5'x5"	WOOD 5'x5"	WOOD 5'x5"	WOOD 5'x5"
STEEL	0°	0°	0°	0°	0°	0°
0°	0°	0°	0°	0°	0°	0°

8'-6"
3'-6"
3'-6"
3'-6"

AFT.

DETAILS OF MAIN HATCH
FORE & AFT.



Builder's name and yard number Wood, Skinner & Co. Ltd. No. 124.

Names of sister ships

Wexford Steamships Ltd. J.V. Stafford (Manager).

Fee £ 5 : 2 : 0

Received by me.