

-3 OCT 1932

WEEK DAY  
154

Section 2

33092

Index. No.  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having one deck (steel)Port of Survey Newcastle N.S.W.Poof Bridge and Forecastle

(Type of Superstructures.)

Date of Survey 21<sup>st</sup> August 1932

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

Name of Surveyor Geo. C. Skene  
E. M. HughesMoulded Dimensions: Length 380.8 Breadth 52.0 Depth 27.67  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 10505 tons  
Coefficient of fineness for use with Tables .796Particulars of Classification + 100 A1

## Depth for Freeboard (D)

Moulded depth ... .. 27.67Stringer plate ... .. .05

Sheathing on exposed deck

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

Depth for Freeboard (D) = 27.72

## Depth correction

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

$$(27.72 - 27.67) \times 2.923 = + 0.15$$

(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) 52.0Standard Round of Beam =  $\frac{B \times 12}{50} = \frac{52.0 \times 12}{50} = 12.48$ Ship's Round of Beam = 13Difference = 0.52Restricted to 0.52Correction =  $\frac{\text{Diff}^2}{4} \times (1 - \frac{S_1}{L}) = \frac{0.52^2}{4} \times (1 - \frac{13}{52}) = 0.02$ 

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poof enclosed ... ..	<u>60.50</u>	<u>60.50</u>	<u>8.0</u>	<u>✓</u>	<u>60.50</u>
" overhang ... ..					
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..	<u>227.25</u>	<u>227.25</u>	<u>8.0</u>	<u>✓</u>	<u>227.25</u>
" overhang aft ... ..					
" overhang forward ... ..					
F'cle enclosed ... ..	<u>29.25</u>	<u>29.25</u>	<u>8.0</u>	<u>✓</u>	<u>29.25</u>
" overhang ... ..	<u>2.80</u>	<u>1.98</u>	<u>8.0</u>	<u>✓</u>	<u>1.98</u>
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" forward ... ..	<u>.00</u>	<u>.98</u>			<u>.98</u>
Total ... ..	<u>319.80</u>	<u>318.78</u>			<u>318.78</u>

Standard Height of Superstructure 7.38" " R.Q.D. 7Deduction for complete superstructure 40.68Percentage covered  $\frac{S}{L} = \frac{83.95}{83.94} = 1.00$ " "  $\frac{S_1}{L} = \frac{83.94}{83.94} = 1.00$ " "  $\frac{E}{L} = \frac{83.94}{83.94} = 1.00$ Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))Percentage from Table, Line B.  
(corrected for absence of forecastle (if required)) 80.18

Interpolation for bridge less than 2L (if required)

Deduction = 40.67 x 80.18 = 32.67

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>48.00</u>	1		<u>48.00</u>	<u>52</u>	<u>48.00</u>	1		<u>48.00</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>21.38</u>	4		<u>85.52</u>	<u>22.32</u>	<u>21.36</u>	4		<u>85.44</u>
$\frac{2}{3}$ L " ... ..	<u>5.28</u>	2		<u>10.56</u>	<u>5.58</u>	<u>5.28</u>	2		<u>10.56</u>
Amidships ... ..	<u>0</u>	4		<u>0</u>	<u>10.46</u>	<u>10.46</u>	4		<u>41.84</u>
$\frac{2}{3}$ L from F.P. ... ..	<u>10.56</u>	2		<u>21.12</u>	<u>10.46</u>	<u>10.46</u>	2		<u>20.92</u>
$\frac{1}{2}$ L " ... ..	<u>42.72</u>	4		<u>170.88</u>	<u>41.86</u>	<u>41.86</u>	4		<u>167.44</u>
F.P. ... ..	<u>96.00</u>	1		<u>96.00</u>	<u>96.00</u>	<u>96.00</u>	1		<u>96.00</u>
Total ... ..				<u>432.56</u>					<u>428.36</u>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75 - S}{2L} \right) = \frac{432.56 - 428.36}{18} \left( \frac{75 - 1}{2 \times 380.8} \right) = 0.07$ 

If limited on account of midship superstructure.

Mean actual sheer aft = 139.8Mean standard sheer aft = 144.07Mean actual sheer forward = 28.4Mean standard sheer forward = 288.14Length of enclosed superstructure forward of amidships = .33" " aft of " = .23

	Standard	Actual
10.56	3 31.68	10.46 3 31.38
42.72	3 178.16	41.86 3 125.58
96.00	1 96.00	96.00 1 96.00
		252.96 = 98.9

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 = 27.72Summer freeboard = 3.77Moulded draught (d) = 23.95

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 5.99 = 6"

Addition for Winter North Atlantic Freeboard (if required) =

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 10764$ 

Tons per inch immersion at summer load water line

T = 41Deduction =  $\frac{\Delta}{40 T}$  inches=  $\frac{10764}{40 \times 41} = 6.58 = 6\frac{1}{2}$ 

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

Correction for coefficient

 $\frac{796 + 68}{1.31} = \frac{864}{1.31} = 65.40$  $\frac{796 + 68}{1.36} = \frac{864}{1.36} = 70.98$ Depth Correction ... .. 6.92Deduction for superstructures ... .. 32.47Sheer correction ... .. 0.07Round of Beam correction ... .. 0.02Correction for Thickness of Deck amidships ... .. 3Other corrections, scantlings, etc. ... .. 60.1Summer Freeboard = 45.38SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... ..	<u>12.5</u>
Fresh Water Line " " ... ..	<u>6.2</u>
Tropical Line " " ... ..	<u>6</u>
Winter Line below " " ... ..	<u>6</u>
Winter North Atlantic Line " " ... ..	<u>6</u>

Tropical Fresh Water Freeboard ... ..	<u>2.84</u>
Fresh Water " " ... ..	<u>3.2</u>
Tropical " " ... ..	<u>3.3</u>
Winter " " ... ..	<u>4.3</u>
Winter North Atlantic " " ... ..	<u>4.3</u>

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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECK										
FREEBOARD DECK					SUPERSTRUCTURE DECK					
Description of Hatchway	N°1	N°2	N°3	N°4	N°5	N°6	N°2	N°3	N°4	N°5
Dimensions of Hatchway	27'0" x 20'	29'3" x 24'	29'3" x 24'	29'3" x 24'	27'0" x 24'	15'9" x 24'	27'0" x 20"	20'3" x 19'	27'0" x 19'	15'9" x 17'
COAMINGS	Height above Deck	36"	12"	12"	12"	36"	9"	32"	32"	32"
	Thickness	44"	62"	44"	62"	44"	9x4 1/2 x 4 3/4	44"	44"	44"
	Sides	44"	12x3 1/2 x 5 1/2	12x3 1/2 x 5 1/2	12x3 1/2 x 5 1/2	44"	44"	44"	44"	44"
	Stiffeners	7" 10x10	10" 10x10	7" 10x10	10" 10x10	7" 10x10	7" 10x10	7" 10x10	7" 10x10	7" 10x10
HATCH BEAMS	Brackets, Stays	12x4	✓	✓	✓	3P. 4S. 1F. 3A	✓	3S. 10AS. 1AET.	2S. 10AS. 1AET.	2S. 10AS. 1AET.
	Number	3	3	3	3	3	3	3	3	3
	Spacing	4'6"	4'10 1/2"	4'10 1/2"	4'10 1/2"	4'6"	3'11"	4'6"	3'11"	3'11"
	Scantling and Sketch	17"	19"	22"	19"	18"	17"	17"	12 1/2"	14"
FORE AND AFTERS	Bearing Surface	4x4	38"	38"	38"	38"	44"	44"	32"	32"
	Material	4x4	3x3 1/2 x 4 1/2	3x3 1/2 x 4 1/2	3x3 1/2 x 4 1/2	3x3 1/2 x 4 1/2	4x3 x 4 1/2	4x3 x 4 1/2	4x3 x 4 1/2	4x3 x 4 1/2
	Thickness	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
	How fitted	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
HATCH COVERS	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
	Material	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
	Thickness	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
	How fitted	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
Spacing of Cleats	3	2	2	2	3	2	2	2	2	2
Number of Tarpaulins	3	2	2	2	3	2	2	2	2	2
<p>*Are wood fore and afters steel shod at all bearing surfaces? <i>NONE FITTED</i></p> <p>Are battens and wedges efficient and in good condition? <i>YES.</i></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <i>YES.</i></p> <p>Are lashings provided in accordance with rule requirements? <i>Ringbolts and lashings on all exposed hatchways.</i></p>										

Particulars of fiddle, funnel and ventilator coamings:— Engine room skylight of steel, with hatched covers. Funnel coaming on top of engine casing, 3'7" in height. Ventilators of strong construction, well supported and within casing. Fiddle gratings fitted with hinged steel covers, permanently attached.

Particulars of Flush Bunker Scuttles:—

*None fitted.*

Particulars of Companionways:—

*One companionway within steel deck house on poop.*

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

on Forecastle:— 1-18" and 1-10" with 30" coamings.  
on Bridge:— 6-19", 2-16", 2-15", 1-10" with 36" coamings.  
on Bridge, abut forward deck house, 2-18" dia. ventilators with 9'6" coamings, apparently supported.  
on Poop:— 1-17" and 1-12" with 36" coamings. 7-10" with 33" coamings.  
No ventilators in wells. All ventilators riveted to deck and fitted with wood plugs and canvas covers.

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

Cast Iron:— 13 1/2" high on fore-castle, 2-3" dia. on bridge, 2-3 1/2" dia. on poop, 3-3 1/2", 1-4 1/2". Mild Steel:— amidships, in way of, and secured to bulwarks, 2-8" high, 4-3 1/2" dia. all fitted with wood plugs.

Particulars of Gangway Cargo and Coaling Ports:—

*None fitted.*



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Lloyd's Register Foundation



FREEDARD DECK

Sanitary Discharge, 3 stud. 1 foot, all fitted with bronze automatic steam valves, 1 foot above fuel ward deck.



Scuffers from Bridge, - 4 each side, openings  $4 \times 4$  fitted with storm valves as shown, - deck stringer angle cut in way of storm valves and compensating angle fitted. - Scuffers from bow of similar type fitted on fore and bridge bulk head at wings. - No scuffers on sanitary discharges below foreward deck. -

## Particulars of Side Scuttles:

In frame work: - 1 each side, 9" dia.  
In frame (cross of arch) 7 each side, 10" dia.  
On frame stone arch. 2 each side, 9" dia.

Side scuttle frames of bronze, all fitted with braced deadlights. No side scuttles below forecast deck.



Particulars of Guard Rails:— on *perf. bridge and free stile.*

3 bar iron rails, 3-4" in height. ✓

rticulars of Gangways, Lifelines, etc. :—

crew bulked aft; - gangway 3' 0" wide of 3" planks and efficiently supported between fore and after end of bridge. Stanchions and double lifelines fitted each side. - Lifelines rigged on both sides of forward 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 ... ..	31' 6"	3' 9"	 3'-3" x 1'-3"	3	11.16 #	9.7 #
Forward Well ... ..	31' 6"	3' 9"	 3'-3" x 1'-3"	3	11.16 #	9.7 #

State position of each freeing port ... { After Well:— 4' 6" 5' 9" 5' 9" 5' 9"  
(F. and A. position and height above deck edge) { Forward Well:— 4' 9" 7' 6" 5' 9" 3' 9" AFT BND.  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— One horizontal bar - no shutters.  
Additional area where sheer is less than standard. 9" above deck edge.

## Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
oop Bulkhead ... ..	.3" ✓	.38" ✓	6" x 3" x .38" L ✓	30" ✓	LUGS TOP & BOTTOM	3'6" x 3'6" ✓	18" ✓	8'0" ✓
aised Quarter Deck Bulkhead ...	✓							
ridge, After Bulkhead ... ..	.32" ✓	.32" ✓	FLANGES 3" ✓	42" ✓	NONE	3'6" x 4'0" ✓	18" ✓	8'0" ✓
ridge, Forward Bulkhead ... ..	.44" ✓	.44" ✓	8" x 3" x .40" L ✓	30" ✓	BAGGNETS TOP & BOTTOM	3'6" x 2'6" ✓	18" ✓	8'0" ✓
orecastle Bulkhead ... ..	.32" ✓	.32" ✓	3 1/2" x 3" x .38" L ✓	30" ✓	NONE ✓	6'3" x 4'6" ✓	18" ✓	8'0" ✓
runk, Aft ... ..	✓							
runk, Forward ... ..	✓							
xposed Machinery Casings on Free- board or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Super- structure Decks ... ..	.38" ✓	.32" ✓	3 1/2" x 3" x .38" L ✓	30" ✓	} CONTINUOUS NO END ATTACHMENTS	4'4" x 1'11" ✓	20" ✓	7'3" ✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..	.36" ✓	.32" ✓	3 1/2" x 3" x .38" L ✓	30" ✓		4'2" x 1'11" ✓	23" ✓	8'0" ✓
Deckhouses on <del>Flush</del> Deck Ships ...	.32" ✓	.32" ✓	3 1/2" x 3" x .38" L ✓	30" ✓	NONE ✓	5'0" x 2'0" ✓	20" ✓	8'0" ✓

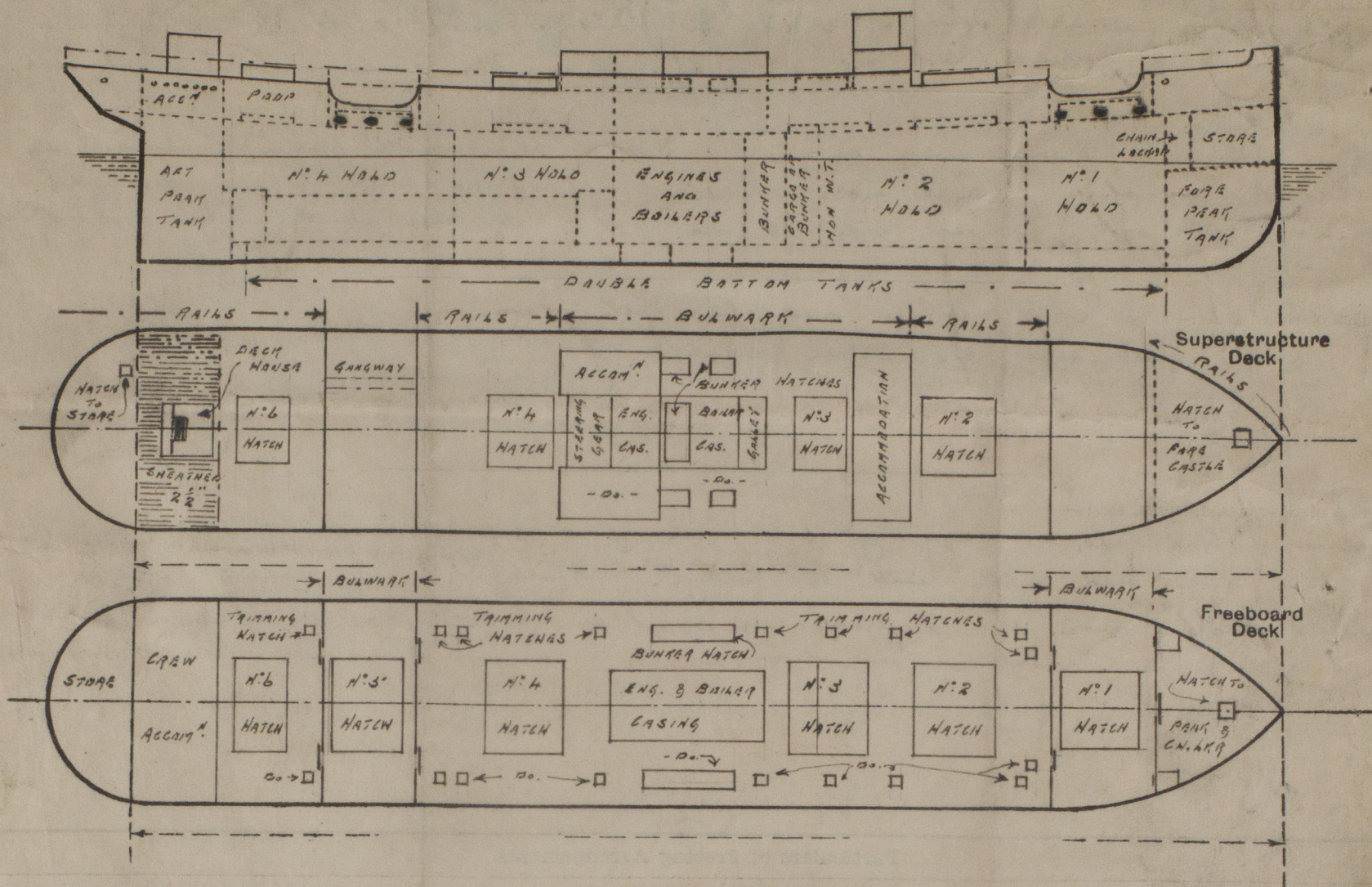
## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	Shifting boards full height of platings in riveted channels. $2\frac{1}{2}$ " thick.
Raised Quarter Deck Bulkhead	...	...	
Bridge, After Bulkhead	...	...	Shifting boards full height of platings in riveted channels. $2\frac{1}{2}$ " thick.
Bridge, Forward Bulkhead	...	...	Steel doors, $4\frac{1}{2}$ " in thickness, permanently attached, secured by bolts spaced 7' apart.
Forecastle Bulkhead	...	...	Shifting boards full height of plating in riveted channels. $2\frac{1}{2}$ " thick.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...	...	Steel doors to enclosed side hoppers, 32" thick.
Exposed Machinery Casings on Superstructure Decks	...	...	Steel doors, 32" thick, permanently attached. Can be manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	...	Steel doors, 32" thick, permanently attached. Can be manipulated from both sides.
Deckhouses on Flush Deck Ships	...	...	Tank framed doors, $1\frac{1}{2}$ " thick permanently attached. Can be manipulated from both sides.

2 1/2 1610-26hm



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 shown on the following sketches:—



State any special features in the construction of the ship:— *large vessel, trading to all parts of the world. Now surveyed afloat without interfering any portion of Special Survey.*

Hatches on Freeboard Deck:—

*On fore-castle, to fore peak:— 4'0" x 3'0", 11" bull angle coaming, 3" wood cover, 3" bearing surface. Fitted with cleats, buttons and tarpaulins.*

*On Bridge:— bunker hatches:— Port, 2'9" x 4'0". Starboard 3'6" x 4'0". Coamings 9" bull angle, 3" wood cover, 3" bearing surface. Fitted with cleats, buttons and tarpaulins.*

*Trimming Hatches, 8 each side in bridge, 1 each side in poop. 2'3" x 2'1½", 9" bull angle coamings, 2½" hinged wood cover, with felt joints, secured by 2-¾" screws and wing nuts.*

Hatches on Superstructure Decks:—

*On fore-castle, 3'11" x 2'6", 9" bull angle coaming, 3" wood cover, 3" bearing surface. Fitted with cleats, buttons and 2 tarpaulins.*

*On Bridge Deck, each side. Forward Hatches 8'10" x 3'10". After hatches 11'2" x 3'10". Coamings 3½" x 4½" thick, 3" wood cover, 2½" bearing surface. Cleats 24" apart. Fitted with buttons and 2 tarpaulins.*

*On Poop, to stern aft, 3'0" x 2'11", 12" bull angle coaming, 3" wood cover, 3" bearing surface. Fitted with cleats, buttons, and 2 tarpaulins.*

*Bunker Hatch on Machinery casing:— 17'3" x 9'0", 12" bull angle coaming, 3" wood cover, 3" bearing surface. Fitted with cleats, buttons and tarpaulin.*

*A 9' x 9' wood frame and aft fitted as an intermediate support*

Builder's name and yard number *Craig, Taylor and Co. Ltd. Stockholm. N° 225*

Names of sister ships *Portregis, Portcurno.*

Owners *Portfield S.S. Co. Ltd. (W. C. Hinde and Co. Ltd. Mgrs.) C.A. Leven Mgrs.*

Fee £ *16* : 0 : 0 Received by me *[Signature]*