

21 JUN 1932

Rpt. C.11.

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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

W132

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Shelter deck with tonnage opening and forecabin on shelter deck

(Type of Superstructures.)

Port of Survey Lud Lark

Date of Survey June 8th 1932

Name of Surveyor C. Bennett

Ship's Name M/S. "SILVERCYPRESS" Nationality and Port of Registry London British Official Number 161456 Gross Tonnage 6770 Date of Build 1930-6

Moulded Dimensions: Length 455 Breadth 61.75 Depth 30.65

Moulded displacement at moulded draught = 85 per cent. of moulded depth 14949 tons

Coefficient of fineness for use with Tables .717

Particulars of Classification + 100 A1.

Round of Beam correction

Moulded Breadth (B) 61.75

Standard Round of Beam = $\frac{B \times 12}{50} = 14.82$

Ship's Round of Beam = 15.2

Difference Queen .68

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times (1 - \frac{S_1}{L}) = \frac{.68^2}{4} (1 - .9946) = .0054$

Depth for Freeboard (D)

Moulded depth ... 30.54

Stringer plate04

Sheathing on exposed deck (None)

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

Depth for Freeboard (D) = 30.58

Depth correction

(a) Where D is greater than Table depth (D-Table depth) R = $(30.58 - 30.33) \times 3 = +.75$

(b) Where D is less than Table depth (if allowed) (Table depth-D) R = -

If restricted by superstructures -

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>41.42</u>	<u>41.42</u>	<u>11'</u>		<u>41.42</u>
" overhang ...	<u>.33</u>	<u>.17</u>			<u>.17</u>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...			<u>9' 6"</u>		
" overhang aft ...	<u>408.25</u>	<u>408.25</u>	<u>12' 6"</u>		<u>408.25</u>
" overhang forward ...	<u>.33</u>	<u>.25</u>			<u>.25</u>
F'ble enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...	<u>2.46</u>	<u>2.46</u>	<u>11'</u>		<u>2.46</u>
Tonnage opening aft ...					
" forward ...					
Total ...	<u>452.55</u>	<u>452.55</u>			<u>452.55</u>

Standard Height of Superstructure 42.00

" " R.Q.D. 42.00

Deduction for complete superstructure

Percentage covered $\frac{S}{L} = 100$

" " $\frac{S_1}{L} = 99.46$

" " $\frac{E}{L} = 99.46$

Percentage from Table, Line A. 99.33

(corrected for absence of forecabin (if required)) -

Percentage from Table, Line B. -

(corrected for absence of forecabin (if required)) -

Interpolation for bridge less than .2L (if required) -

Deduction = $42.00 \times .9933 = 41.72$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>55.50</u>	<u>1</u>	<u>55.50</u>	<u>55.50</u>	<u>55.50</u>	<u>55.50</u>	<u>1</u>	<u>55.50</u>	<u>55.50</u>
$\frac{1}{2}L$ from A.P. ...	<u>24.70</u>	<u>4</u>	<u>98.80</u>	<u>98.80</u>	<u>98.80</u>	<u>98.80</u>	<u>4</u>	<u>98.80</u>	<u>98.80</u>
$\frac{2}{3}L$ " ...	<u>6.10</u>	<u>2</u>	<u>12.20</u>	<u>12.20</u>	<u>12.20</u>	<u>12.20</u>	<u>2</u>	<u>12.20</u>	<u>12.20</u>
Amidships ...	-	<u>4</u>	-	-	-	-	<u>4</u>	-	-
$\frac{2}{3}L$ from F.P. ...	<u>12.20</u>	<u>2</u>	<u>24.40</u>	<u>24.40</u>	<u>24.40</u>	<u>24.40</u>	<u>2</u>	<u>24.40</u>	<u>24.40</u>
$\frac{1}{2}L$ " ...	<u>49.40</u>	<u>4</u>	<u>197.60</u>	<u>197.60</u>	<u>197.60</u>	<u>197.60</u>	<u>4</u>	<u>197.60</u>	<u>197.60</u>
F.P. ...	<u>111.00</u>	<u>1</u>	<u>111.00</u>	<u>111.00</u>	<u>111.00</u>	<u>111.00</u>	<u>1</u>	<u>111.00</u>	<u>111.00</u>
Total ...			<u>499.50</u>					<u>499.50</u>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75 - .50} \right) = \frac{.25}{18} \left(\frac{.75 - .50}{.75 - .50} \right) = .0139$

If limited on account of midship superstructure. -

Mean actual sheer aft = Queen

Mean standard sheer aft

Mean actual sheer forward = Queen

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = CS.S

" " aft of " = CS.S

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 30.58

Summer freeboard = 4.02

Moulded draught (d) = 26.56

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.64 = 6.64

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 15570$

Tons per inch immersion at summer load water line

T = 56.5

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

= 6.88

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction ...	<u>.75</u>	-
Deduction for superstructures ...	-	<u>41.72</u>
Sheer correction ...	-	<u>1.91</u>
Round of Beam correction ...	-	-
Correction for Thickness of Deck amidships ...	-	-
Other corrections, scantlings, etc. ...	-	-
	<u>.75</u>	<u>43.63</u>
Summer Freeboard		<u>48.18</u>

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

Tropical Fresh Water Line above Centre of Disc ...	<u>13.4</u>
Fresh Water Line " " ...	<u>6.34</u>
Tropical Line " " ...	<u>6.34</u>
Winter Line below " " ...	<u>6.34</u>
Winter North Atlantic Line " " ...	<u>6.34</u>

Tropical Fresh Water Freeboard ...	<u>2.10</u>
Fresh Water " " ...	<u>3.52</u>
Tropical " " ...	<u>3.52</u>
Winter " " ...	<u>4.07</u>
Winter North Atlantic " " ...	<u>4.07</u>

4.04
2.10
3.52
3.52
4.07
4.07

RECEIVED 12 SEP 1934

RECEIVED 12 NOV 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
ON HELTER DECK					ON UPPER DEK.				
Description of Hatchway	No. 1.	No. 2.	No. 3.	No. 6.	No. 1.	No. 2.	No. 3.	No. 4.	
Dimensions of Hatchway	3' 6" x 2' 1"	3' 2" x 2' 1"	2' 9" 1/2 x 2' 1"	3' 6" 1/2 x 1' 7"	3' 1/2 x 2' 1"	3' 2" x 2' 1"	4' 0" x 4' 1"	3' 2" x 2' 1"	4' 2" x 2' 1"
COAMINGS									
Height above Deck	8' 6"	Same as No. 1			9" A.G.	9" B.G.	12"	12"	Lounging
Thickness Sides	.50	.50	.50	.50	.50	.50	.50	.50	spacing
Stiffeners Ends	2x3/4 x .50	3	2	None	none	none	none	none	as
Brackets, Stays	3	3	2	None	none	none	none	none	the other side
HATCH BEAMS									
Number	5	5	5	5	5	5	5	5	left is better
Spacing	5'-2 1/2"	5'-3 1/2"	4'-9"	4'-7 1/2"	5'-2 1/2"	5'-3 1/2"	5'-3 1/2"	5'-3 1/2"	with 2 1/2"
Scantling and Sketch	4"x5"x1/2"	Same as No. 1	4"x5"x1/2"	4"x5"x1/2"	4"x5"x1/2"	4"x5"x1/2"	4"x5"x1/2"	4"x5"x1/2"	wood trough
Bearing Surface	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	lower
FORE AND AFTERS									fitted with
Number									
Spacing									
Unsupported Lengths									
Scantling and Sketch									
Bearing Surface									
HATCH COVERS									
Material	wood	same as No. 1			wood	wood	steel	insulated	
Thickness	2 1/2"				2 1/2"	2 1/2"	1/4"	Butt	
How fitted	F.A.				F.A.	F.A.	lashed	batches	
Bearing Surface	3				3	3	3	10"	
Spacing of Cleats	2 1/2"	Same as No. 1					(about 12" apart)	have	
Number of Tarpaulins	3								

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

Are batens 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

*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. Strong and Waterproofed.*
Are lashings provided in accordance with rule requirements? *Yes. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.*

Particulars of fiddley, funnel and ventilator coamings:— To fiddley. The funnel is riveted to steel boat deck plating. One opening in funnel on after side 15" x 14", cill 18", door of steel with handle both sides. The E.R. daylight coaming is 12" x sides, 24" x ends, 7/8" thick, and closed with strong steel hinged flaps, secured from below. Five E.R. nuts each 14" diam. & ft coamings above back deck. & 7/8" thick. To stay. Provided with wood covers and canvas.

Particulars of Flush Bunker Scuttles:—

Love. ✓

Particulars of Companionways :—

Particulars of Ventilators in exposed positions on ~~freeboard~~ and superstructure decks :- The holds are ventilated by 36", 30", and 24" dia. vents. Coamings are generally 60" x 7/16 and bracketed to deck. Vents to crew's accommodation spaces and peaks. Three at 12" dia, Four at 9" dia. and Ten at 6" dia. all generally 30" coamings by 5/16. Wood covers and canvas provided for all these vents.

Particulars of Air Pipes in exposed positions on ~~freeboard, raised quarter, or~~ superstructure decks:— Air pipes to double bottom and peak tanks are 3" and 4" dia, coamings 27" high. ~~No~~ wood plugs ~~or~~ ~~not~~ provided.

Particulars of Gangway Cargo and Coaling Ports:—

Silene cyprus

Silvercypress

Particulars of Scuppers and Sanitary Discharge Pipes —

Particulars of Scuppers and Sanitary Discharge Pipes —
The shelter deck is scuppered by means of 4" x 4" cast iron (E.P., &c.) thru' gunwale bars. Scupper covers are led from shelter tween deck spaces and discharge about 2" below 2nd deck (upper). Bronze storm valves are fitted on all of these pipes. There is no second accommodation below the level of the shelter deck. Storm (brass) valves are fitted on all discharges from spaces above the shelter deck.

Particulars of Side Scuttles :

Particulars of Side Scuttles: No portlights are fitted except in upper forecabin space, and these are all provided with l.s. deadlights.

Particulars of Guard Rails :—

Particulars of Guard Rails:—

Plank bulwarks fitted amidships (see sketch) 42" high with 6" sq. rail and sleepers about 6 ft apart. — Open rail forward and aft are 42" high and have three rails. — Upper forecable has open rails 46" high with three rails. —

Particulars of Gangways, Lifelines, etc. :—

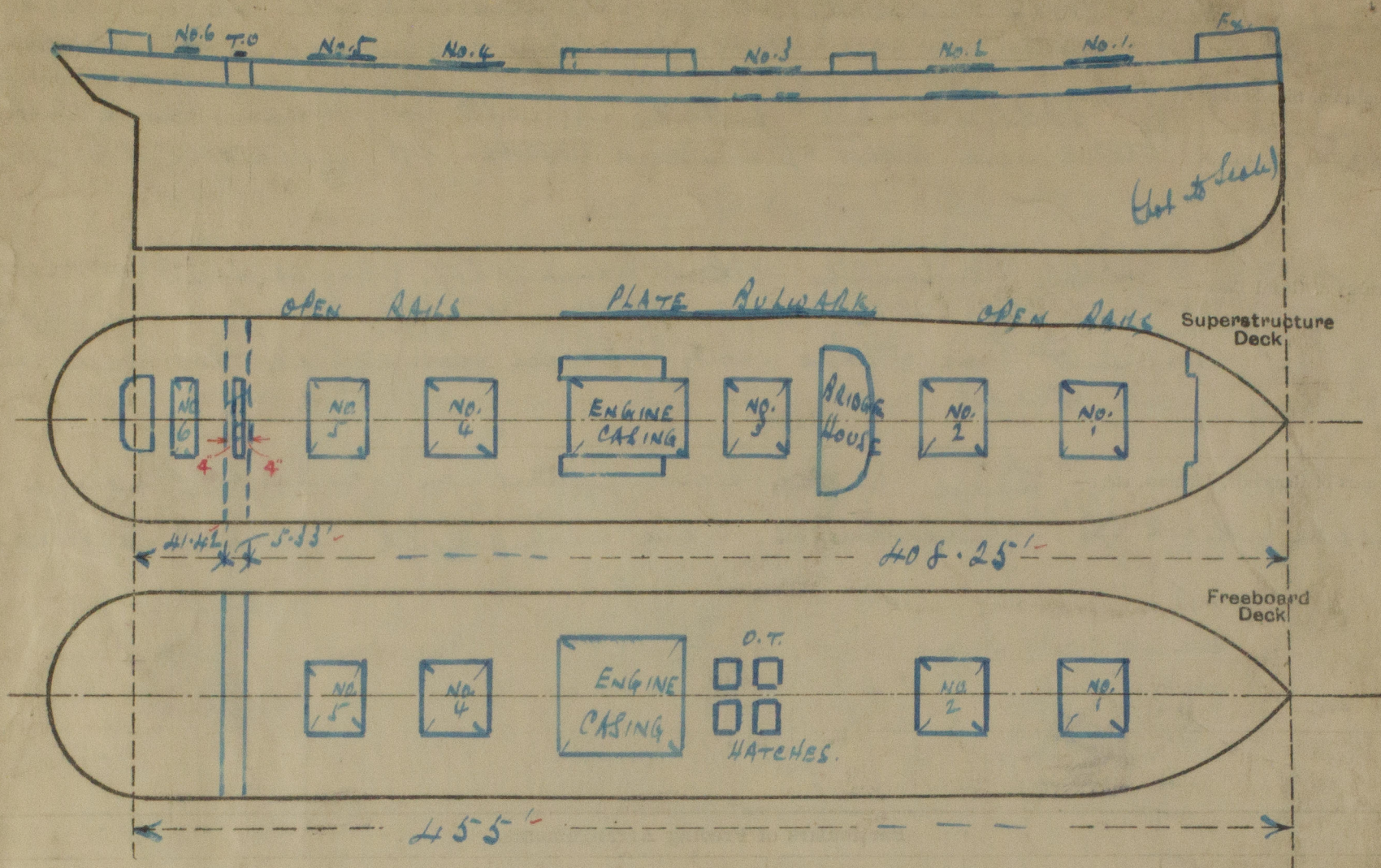
Particulars of Gangways, Lifelines, etc.:— Hand rails are fitted on sides of Loures and
shelden deck ~~Q~~. Lifelines are arranged when required.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
<i>Launch</i> After Well	5'-4"	11 ft	25" x 12"	15	2.08	✓
Forward Well	✓	✓	✓	✓	✓	✓
State position of each freeing port (F ₁ 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.						

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	✓	4"	5" x 3" x 1/8 O.A.	42"	none	5' x 3'	18"	11"
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead	✓	4"	5" x 3" x 1/8 O.A.	42"	none	5' x 3'	18"	11"
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	✓							
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Superstructure Decks (fairly exposed)	✓	7/16"	5 1/2" x 3" x 1/8 O.A.	52"	Stk. Top	68" x 26"	18"	8-10"
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	2 1/2" chain boards full height, in riveted channels.							
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead	2 1/2" " " " " " "							
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Superstructure Decks	7/16" steel lined doors, operable from both sides							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓ no openings strongly constructed							
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:— This vessel was surveyed at Silver Line Pier foot 57th St. Brooklyn N.Y. lying in water.

Deadweight at full draft of 26'-3 1/2" 9483 tons.

" " " " 25'-2" 9000 "

Tons per Inch " " " " 26'-6" 1-6.50

" " " " " " 25'-6" 1-6.05

Taken from
Owner's Copies
Plan.

This vessel, in my opinion, complies with the requirements of the International Load Line regulations, and may be assigned freeboards, subject to plugs being fitted for all air pip and E.R. vent on Deck deck being supported.

W.B.

Builder's name and yard number

Harland & Wolff Co. Belfast.

Names of sister ships

"Silverleaf", "Silvercandle", "Silverwalnut".

Owners

Silver Line Ltd. (S.J. Thompson Ltd.)

Fee

£ 9.00
1.50

Received by me

Stayed at New York.



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