

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 52214

 Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
 having POOP, BRIDGE & FUNNEL
Port of Survey GLASGOW

(Type of Superstructures.)

Date of Survey 14th MARCH 1932.

Ship's Name

Nationality and Port of

Registry

Official Number

Gross Tonnage

Date of Build

CITY OF SALISBURYBRITISH.14226459461924 - 6mo.LNERPOOLName of Surveyor A. Almon.Moulded Dimensions: Length 415'-0" Breadth 33'-6" Depth 33'-0"Moulded displacement at moulded draught = 85 per cent. of moulded depth 13913 tonsCoefficient of fineness for use with Tables .782Particulars of Classification + 100 A1.

Depth for Freeboard (D)

Moulded depth 33'-0"Stringer plate04

Sheathing on exposed deck

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

Depth for Freeboard (D) = 33.04

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R = (33.04 - 27.67) 3.0
16.11(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) 33'-5"Standard Round of Beam = $\frac{B \times 12}{50} = 12.82$ Ship's Round of Beam = 13.4

Difference

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.43}{4} \times \left(1 - \frac{.323}{1} \right) = .03$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>89.25</u>	<u>89.25</u>	<u>4'-6"</u>	<u>✓</u>	<u>89.25</u>
" overhang	<u>✓</u>				
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<u>150.00</u>	<u>150.00</u>	<u>8'-0"</u>	<u>✓</u>	<u>150.00</u>
" overhang aft	<u>✓</u>				
" overhang forward	<u>✓</u>				
Funnel enclosed	<u>41.50</u>	<u>41.50</u>	<u>4'-6"</u>	<u>✓</u>	<u>41.50</u>
" overhang	<u>✓</u>				
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<u>280.75</u>	<u>280.75</u>			<u>280.75</u>

Standard Height of Superstructure 7.5" " R.Q.D. -Deduction for complete superstructure 42.0Percentage covered $\frac{S}{L} = \frac{280.75}{415} = .6765$ " $\frac{S_1}{L} = \frac{280.75}{415} = .6765$ " $\frac{E}{L} = \frac{280.75}{415} = .6765$ Percentage from Table, Line A. -(corrected for absence of forecastle (if required)) -Percentage from Table, Line B. .590(corrected for absence of forecastle (if required)) -Interpolation for bridge less than 2L (if required) -Deduction = 42.0 + .5905 = 42.5905

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>51.56</u>	1		<u>51.50</u>	<u>60</u>	<u>60.00</u>	1		<u>60.00</u>
1/4 L from A.P.	<u>22.92</u>	4		<u>91.72</u>	<u>26</u>	<u>26.07</u>	4		<u>104.28</u>
1/2 L "	<u>56.66</u>	2		<u>113.32</u>	<u>6</u>	<u>6.52</u>	2		<u>13.04</u>
Amidships	<u>✓</u>	4					4		
3/4 L from F.P.	<u>132.13</u>	2		<u>22.64</u>	<u>13</u>	<u>13.43</u>	2		<u>26.86</u>
1/4 L "	<u>45.54</u>	4		<u>183.44</u>	<u>54</u>	<u>53.71</u>	4		<u>214.84</u>
F.P.	<u>103.120</u>	1		<u>103.00</u>	<u>120</u>	<u>120.00</u>	1		<u>120.00</u>
Total				<u>463.62</u>					<u>539.02</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{75.4}{18} \left(.75 - \frac{.333}{1} \right) = -1.73$ If limited on account of midship superstructure. ✓If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 33.04Summer freeboard = 6.00Moulded draught (d) = 27.04

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.76Addition for Winter North Atlantic Freeboard (if required = -

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 13430$

Tons per inch immersion at summer load water line

T = 46.8Deduction = $\frac{\Delta}{40T}$ inches= 7.17

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

76.20

81.92

+ -

16.11 -

- 24.78

- 1.73

- .03

- 60 -

16.74 26.54 - 9.83

Summer Freeboard = 72.09SUMMER 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 " "

Winter North Atlantic Line " "

12"7 1/4"6 3/4"6 3/4"-

Tropical Fresh Water Freeboard

Fresh Water " "

Tropical " "

Winter " "

Winter North Atlantic " "

4'-10"5'-4 1/2"5'-5 1/2"6'-6 1/4"-

City of Salisbury,

Particulars of Scupper and Sanitary Discharge Pipes —
FILE T.O.: ORIGINAL SCUPPERS CLOSED WITH ANTIET PLATES & CEMENT. DRAINED BY 2-1/8" HOLES IN FLECE B/H^d WITH SCREW PLUGS.
BARGE T.O.: " " " " " " " " 2-1/8" " BRIDGE END B/H^d.
POOP T.O.: " " " " " " " " 2-1/8" " POOP FRONT
2 SCUPPERS FROM CREW'S LAVE FITTED WITH CAST BRASS STORM VALVE AT SHIP'S SIDE.
DISCHARGES

of Side Scuttles: *BRIDGE TD:- SCUTTLES PROVIDED WITH HINGED DEADLIGHTS.*

Poop " !- " " " " " "

ALL SCUTTLES OF SUBSTANTIAL CONSTRUCTION

FELE OK:- 3'8" BULWARK STRONGLY CONSTRUCTED & SUPPORTED.

BRIDGE OK - GUARD RAILS 3'0" HIGH, 3 RODS, STANCHIONS SPACED 4'0"

Pop " 1 - " " 3'0" " , 3 " , " " 14'3" /

AFTER WELL:— GANGWAY FITTED, ON PORT SIDE, FROM BRIDGE TO POOP, EFFICIENTLY SUPPORTED
HANGING STRUTS & STEEL WIRES EACH SIDE SET UP WITH SCREWS.

FOR^d WELL! - NO GANGWAY OR LIFE LINES FITTED.

$\frac{1}{2}$ MANILLA LIFE LINES ~~BEING~~ FITTED IN FORWARD WELL ON PISTONS, FROM BRIDGE TO FILE GLINDS,
SET UP WITH LANYARDS OR SCREWS AND HAVING STEADYING LINES FITTED FROM HATCH
COUPLINGS & GULLWARKS.

Particulars of fiddle, funnel and ventilator coamings:—

FIDDLER, FUNNEL & VENTILATORS IN EFFICIENT CONDITION. ENGINE SKYLIGHT OF STEEL STRONGLY CONSTRUCTED. BUNKER HATCH OVER SADDLE BACK SHOOT. 16'0" x 6'6", 9'8" A COAMING, W.P. COVERS, 2 1/2" THICK, HATCH RESTS 2 1/2", CLEATS SPACED 2'0", 2 TARPULINS.

WATERS TO STORES, BUNKERS.

ON FIDE - 76 STORE ON FIDE DE. 3'6" x 2'0", COAMING 15" HIGH + 1/2". BOLTED PLATE COVER.

ON FIDE DE. - 6 FORE PEAK + STORE. 4'0" x 4'0", 9'8" A COAMING, 2 1/2" W.P. COVERS, BEARING SURFACE 2 1/2", CLEATS SP 3'0", 2 TARPULINS.

" " TRIMMING HATCH, 3'8" x 2'4", 9'8" A COAMING, 2 1/2" W.P. COVERS (HINGED), " " 2 1/2", " " 2'6", 2 "

" " 1-PEE COAL HATCH, 8'0" x 3'0", 9'8" A " " 2 1/2" W.P., " " " 2 1/2", " " 1'9", 2 "

" " J-PES. " " 9'0" x 8'0", 9'8" A COAMING, 2 1/2" W.P. COVERS, BEARING SURFACE 2 1/2", CLEATS SP 2'6", 2 TARPULINS. 1 WEBB. SPAC' 4'6", 9'7"-30 PLS, HAND. 3'3"-on, 3 1/2" DIA.

" " J-S.L. " " 9'0" x 8'0", 9'8" A " " 2 1/2" W.P. " " " 2 1/2", " " 2'0", 2 "

ON BRIDGE DE. " " 3'6" x 2'6", 30x44 " " 2 1/2" W.P. " " " 2 1/2", " " 2'0", 2 "

" " " " 9'0" x 8'0", 30x44 " " 2 1/2" W.P. " " " 2 1/2", " " 2'0", 2 " . 1 WEBB. SPAC' 4'6", 9'7"-30 PLS, HAND. 3'3"-on, 3 1/2" DIA.

Particulars of Companionways:—

COMPANION TO CREW'S QUARTERS ON ENCLOSED POOP FORMED BY AFT END OF STEEL HOUSE FOR CREW /
ON POOP OK, DOOR OF STEEL WITH 18" COAMING, / DOOR OPERATED FROM BOTH SIDES. /

[illegible]

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

Air Pipes on Deck to High Water Line, 13" Bore, 6" Dia to D.B.	2" C.I. Air Pipes on Bridge, 12" High to L.P., 19" to B.O., to D.B. & 2" Dia.						
INTRODUCED 36"	6"	9"	18"	3"	4"		
33"	11 1/2"	2"	10"	5"	6"		
ON POOP DECK	19" Bore, 2 1/2" A.P.	8"	8"	10"	6"		
8"	10"	8"					
11"	6"						

NOTE: AIR PIPES ON BRIDGE & POOP DECKS ARE IN WAY OF OPEN RAILS

TYPICAL SECTION AIR PIPES TO

ALL AIR PIPES FITTED WITH GAUZE COVERS.

Particulars of Gangway Cargo and Coaling Ports :—

2. W.T. CARGO DOORS (PIS) IN BRIDGE SIDES 5'6" x 3'4" EFFICIENTLY CONSTRUCTED.

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	3'6" x 4'0"	4'0"	6 1/2 x 3 1/2 x 30 L	29"	18 x 16 x 40 Bt.B.	5'0" x 4'1"	18"	4'6"	
Raised Quarter Deck Bulkhead ...									
Bridge, After Bulkhead	3'6" x 3'4"	3'0"	4 x 3 x 36 L	36"	18 x 14 x 36 Bt.B.	5'0" x 4'1"	14 1/2"	8'0"	
Bridge, Forward Bulkhead	3'6" x 4'2"	4'0"	4 x 3 1/2 x 50 L	31"	20 x 20 x 44 "	5'0" x 2'6"	19"	8'0"	
Forecastle Bulkhead	3'0" x 3'0"	2'8"	4 x 2 1/2 x 40 L	30"	15 x 30 "	5'0" x 4'0"	20"	4'6"	
Trunk, Aft									
Trunk, Forward									
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...									
Exposed Machinery Casings on Super-structure Decks	18 x 46	3'0"	3 1/2 x 3 x 34 L	36"	RN. To G. BAR	5'0" x 2'9"	18"	8'0"	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	18 x 34	3'0"	4 x 3 x 36 L	30"	✓	5'0" x 2'0"	18"	8'0"	
Deckhouse on Flush Deck Ships ...	18 x 40	3'0"	3 1/2 x 2 1/2 x 36	32"	RN. To G. BAR	4'9" x 2'0"	18"	4'0"	

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

Poop Bulkhead	PORTABLE PLATES SECURED BY HOOK BOLTS WHICH DO NOT PASS THROUGH O/N ^W .
---------------	-----	-----	-----	--

Raised Quarter Deck Bulkhead ...

Bridge, After Bulkhead ...	PORTABLE LARIES SECURED BY LOCKS AND KEYS	both sides
Bridge, Forward Bulkhead ...	STRONG STEEL HINGED W.T. DOORS OPERATED FROM WELL SIDE ONLY.	

Forecastle Bulkhead	PORTABLE PLATES SECURED BY HOOK BOLTS WHICH DO NOT PASS THROUGH B/H.
----------------------------	--

Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-	Test and confirmed acceptable as being closed & secured from both sides.

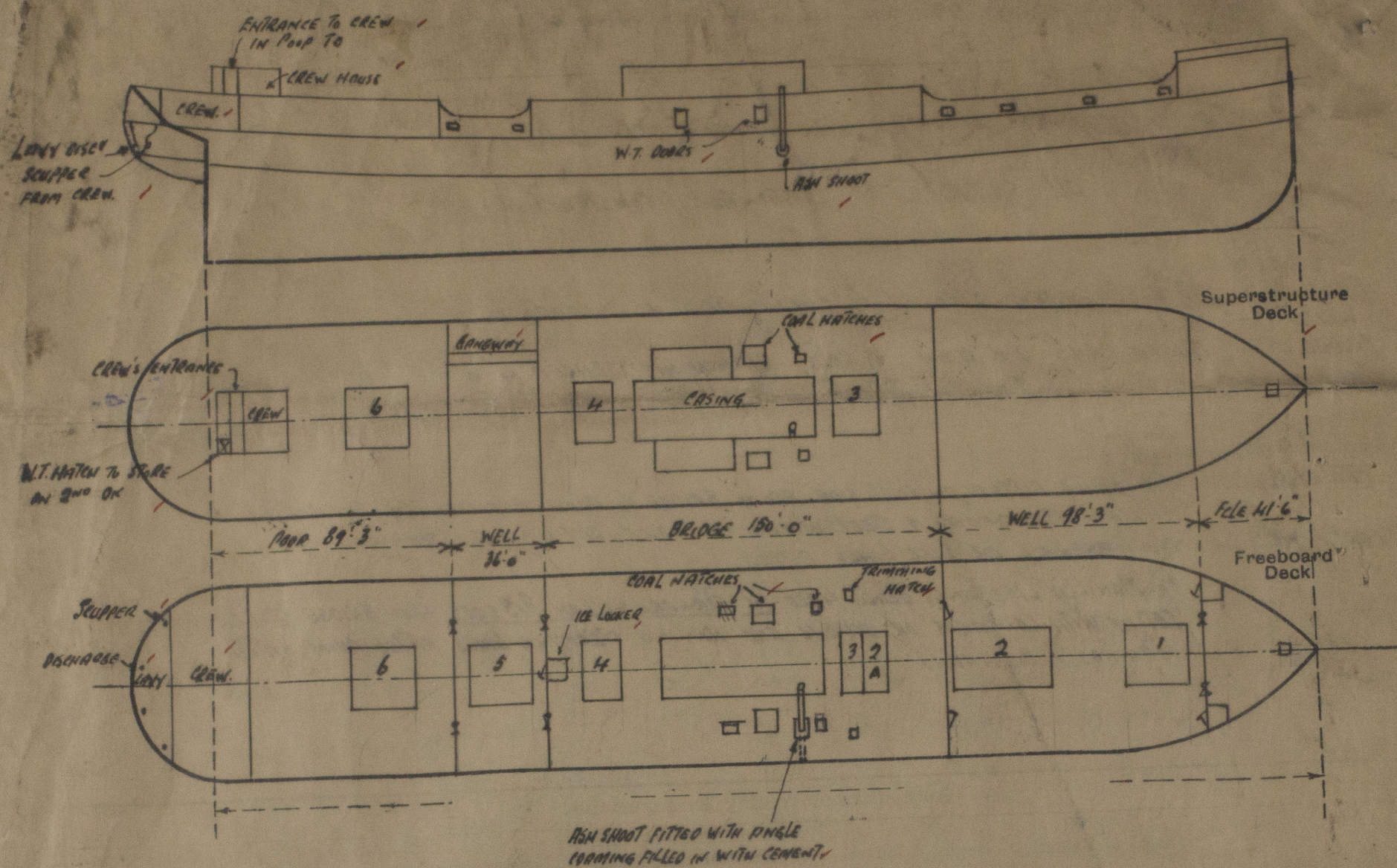
Machinery Casings within Superstructures not fitted with Class 1 Closing

HINGED STEEL DOORS CAPABLE OF BEING OPERATED FROM BOTH SIDES. ✓

Deckhouse, on Flash Deck Ships ...
FOR CREW.

W539-001821/2

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:—

Builder's name and yard number WEAR SHIPYARD of W. GRAY & CO LD. SUNDERLAND. N° 955

Names of sister ships

Owners ELLERMAN LINES LD. (HALL LINE LD MGRS).

Fee £ 13 : 12 : 0

Received by me



© 2020

Lloyd's Register Foundation