

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

11 JUN 1932

 Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having Coast Guard & Trawler
Port of Survey NewcastleDate of Survey 10th June 1932Name of Surveyor W. WebberParticulars of Classification Class A1

(Type of Superstructures.)

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

S/S SPILSBYBritish
Stockton12427736731910-4Moulded Dimensions: Length 346.5 Breadth 50.62 Depth 25.62Moulded displacement at moulded draught = 85 per cent. of moulded depth 8662 tonsCoefficient of fineness for use with Tables .792 .792

Depth for Freeboard (D)

Moulded depth 25.62Stringer plate03

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 25.71

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R = $(25.71 - 23.10) 2.665$
= +6.95"(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) 50.62Standard Round of Beam = $\frac{B \times 12}{50} = \frac{607.44}{50} = 12.1488$ Ship's Round of Beam = 12.34Difference .66

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.66}{4} \times .5449 = -.08"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Peep enclosed ...	<u>22.10</u>	<u>22.83</u>	<u>7-6</u>		<u>22.83</u>
" overhang ...	<u>6</u>	<u>.25</u>			<u>.25</u>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<u>97.6</u>	<u>97.50</u>	<u>7-6</u>		<u>97.50</u>
" overhang aft ...	<u>6</u>	<u>.37</u>			<u>.37</u>
" overhang forward ...	<u>6</u>	<u>.25</u>			<u>.25</u>
F'cle enclosed ...	<u>36.0</u>	<u>36.00</u>	<u>7-6</u>		<u>36.00</u>
" overhang ...	<u>12</u>	<u>.50</u>			<u>.50</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	<u>158.83</u>	<u>157.70</u>			<u>157.70</u>

Standard Height of Superstructure 6.965" " R.Q.D. ✓Deduction for complete superstructure 38.43"Percentage covered $\frac{S}{L} = 45.84\%$ " " $\frac{S_1}{L} = 45.51\%$ " " $\frac{E}{L} = 45.57\%$ Percentage from Table, Line A.
(corrected for absence of forecastle (if required))Percentage from Table, Line B. 32.21
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $38.43 \times .3221 = -12.38"$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>44.65</u>	<u>1</u>		<u>44.65</u>	<u>47.25</u>	<u>47.25</u>	<u>1</u>		<u>47.25</u>
L from A.P. ...	<u>19.87</u>	<u>4</u>		<u>79.48</u>	<u>19.25</u>	<u>19.25</u>	<u>4</u>		<u>77.00</u>
L " ...	<u>4.91</u>	<u>2</u>		<u>9.82</u>	<u>4.81</u>	<u>4.81</u>	<u>2</u>		<u>9.62</u>
amidships ...	<u>✓</u>	<u>4</u>		<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>4</u>		<u>✓</u>
L from F.P. ...	<u>9.82</u>	<u>2</u>		<u>19.64</u>	<u>11.26</u>	<u>11.26</u>	<u>2</u>		<u>22.52</u>
L " ...	<u>39.74</u>	<u>4</u>		<u>158.96</u>	<u>45.03</u>	<u>45.03</u>	<u>4</u>		<u>180.12</u>
F.P. ...	<u>89.30</u>	<u>1</u>		<u>89.30</u>	<u>104.00</u>	<u>104.00</u>	<u>1</u>		<u>104.00</u>
Total ...	<u>401.85</u>			<u>401.85</u>					<u>440.51</u>

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{38.46}{18} = 2.136$ $(.75 - .2292) = -1.12"$ If limited on account of midship superstructure. ✓Mean actual sheer aft = Excess
Mean standard sheer aftMean actual sheer forward = Excess
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = .139 L" " aft of " = .142 L

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = Ft.Summer freeboard = Moulded draught (d) =

Deduction for Tropical freeboard and addition for

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

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$

Tons per inch immersion at summer load water line

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{792 + .68}{1.36} = \frac{1492}{1360}$ Depth Correction 6.95Deduction for superstructures 12.38Sheer correction 1.12Round of Beam correction08Correction for Thickness of Deck amidships Other corrections, scantlings, etc. 6.95 13.58 - 6.63Summer Freeboard = 55.46

SUMMER 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 " "

 Tropical Fresh Water Freeboard
 Fresh Water " "
 Tropical " "
 Winter " "
 Winter North Atlantic " "

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway	No. 1	No. 2	No. 3	No. 4	No. 5	No. 6	No. 7	No. 8	No. 9	No. 10	No. 11
Dimensions of Hatchway	26x18	26x18	10x12	26x18	26x18	2-8x2-8	3-9x2-3	7-10x7-0	2-3x2-3	14x6	
COAMINGS	Height above Deck	39	45	30	39	29	10	15	30	19	11
	Sides	44	44	36	44	44	40	40	40	40	40
	Thickness	40	40	36	44	44	40	40	40	40	40
	Stiffeners	none	none	none	none	none	none	none	none	none	none
HATCH BEAMS	Number	4	4	1	4	4		One		One	
	Spacing	5-2	5-2	5-1	5-2	5-2		3-6		3-0	
	Scantling and Sketch	Plati	Plati	Plati	Plati	Plati		11" x 20" B		5" x 20" B	
	Bearing Surface	Steel	Steel	Steel	Steel	Steel		Steel		Steel	
FORE AND AFTERS	Number										
	Spacing										
	Unsupported Lengths										
	Scantling and Sketch										
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	3	3	3	3	3	3	3	3	3	3
	How fitted	7-a	7-a	7-a	7-a	7-a	7-a	7-a	7-a	7-a	7-a
	Bearing Surface	24	24	24	24	24	24	24	24	24	24
Spacing of Cleats	26	21	24-6	20-21	24	5-27	24	22-6	20	28	
Number of Tarpaulins	2	2	2	2	2	1	24	24	24	24	

Particulars of fiddle, funnel and ventilator coamings: 2 Engine room skylight + flaps in fore condition + built up frames. Strikehold gratings covered by acting steel hinged covers. Fiddle funnel + vents in efficient condition. Engine Room skylight of steel strongly constructed + as above!

Particulars of Flush Bunker Scuttles:

None

Particulars of Companionways:

On Poop Companionway constructed strongly of steel plates + bars 3-0 x 3-0 x 6-0 high. Solid steel door 4-1 x 1-10 x 1-1/2. Well 16" operated with handle. Giving entrance to Carpenter's quarters on poop.

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

On forecabin deck one 6" dia x 10" high CI (hatched) to bulkhead. Two 11" dia x 18" high. Two 8" dia x 18" high (in fore cabin). On fore well one 18" dia x 2-1/2" high (hatched) to bulkhead. Cowl 4-0 above deck. On fore well one 18" dia x 2-6" high. One 18" dia x 2-3" high. On poop 7" dia x 12" high to crew quarters. Wood plugs provided for closing all ventilators.

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

On air pipe on fore deck 24 to fore peak. Two 24 to fore peak. Two 24 to fore peak. Two 24 to fore peak. One 24 to fore peak. all W.I. pipes 4" above deck with covered caps unattached.



Particulars of Gangway Cargo and Coaling Ports:

None

Particulars of Scuppers and Sanitary Discharge Pipes:

Scuppers in wells led overboard through funnel bar. 2 Scuppers in bridge ween decks led overboard just below upper deck. Scupper from donkey boiler flat on the lower decks led to bilge in machinery space with open end. 2 Cabin W.C. amide ships - above up to 1st deck with storm valve. 2 - Bunks - - - - - not no valves.

Particulars of Side Scuttles:

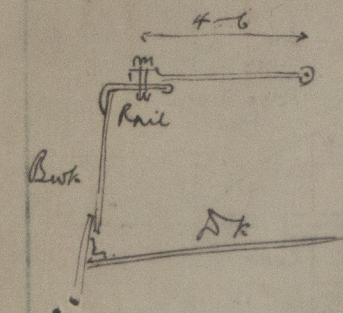
Side lights in Poop fitted with strong hinged deadlights (1 missing). Forecabin - - - - -

Particulars of Guard Rails:

On Forecabin deck 3-4 high. 2 rails. Rolo fitted. Forecabin 4-3 apart. On Poop 3-3 high. 2 rails. Rolo. Forecabin 5-3 apart.

Particulars of Gangways, Lifelines, etc.:

Crew berthed in fore. Carpenter only in poop.



Lifeline fitted with sides in both well. 24 steel wire set up with screws supported by iron stanchions 4-6 long x 14 dia backed to bulwark rail. 24" from Poop post to first stanchion. 1) to 21' apart. 2) to 20' apart. 3) from fore end. In fore well at 22-6 from fore end, about 23-0 spacing, + 22-0 from fore end. In my opinion satisfactory.

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	102-0	3-11	3-0 x 1-6 11" up from deck	5	22.5 ✓	20.40 ✓
Forward Well	89-0	3-11	3-0 x 1-6 11" up from deck	5	22.5 ✓	19.80 ✓

State position of each freeing port: After Well: 7-9, 26-2, 44-4, 61-3. from fore end. Forecabin door open rails (24) at 6. (F. and A. position and height above deck edge) Forward Well: 11-0, 24-1, 41-3, 58-7, 74-3. from fore end. all open with 24" bars except 1 flap door.

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	7/20	7/20	5x3x1/2 L	30"	none	P.S. 5-0 x 3-0	24"	7-6
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	7/20	7/20	5x3x1/2 L	36"	none	TWO 5x3. ONE 4-2x2-7	24"	7-6
Bridge, Forward Bulkhead	7/20	7/20	8x3x1/2 L	30"	Abt 7-8	P.S. 4-0 x 3-0	24"	7-6
Forecabin Bulkhead	7/20	7/20	3" flange	48"	none	5@ 4-6 x 2-6	20"	7-6
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	7/20	7/20	5x3x1/2 L	33-45"	none	30 TO FOLEY 4-6 x 1-11	18"	7-0
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	7/20	7/20	5x3x1/2 L	33-45"	none	26 DB 4-7x2-3 26 DB 4-7x2-3	20"	7-6
Deckhouses on Flush Deck Ships								

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

Poop Bulkhead	Weather boards in R.L. Channels full hatched. also Star side Clamping Plate with hook bolts not this - pl. C 11
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	In wings R.L. Channels full hatched. weather boards with covering backer full hatched. also Star side Clamping Plate with hook bolts not this - pl. C 11
Bridge, Forward Bulkhead	Ordinary steel hinged doors secured by toggle operated with sides.
Forecabin Bulkhead	Ordinary steel hinged doors to fore cabin operated with sides. 1 door from handle forecabin
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	Ordinary steel hinged doors all operated with sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Ordinary steel hinged doors P.S. with jockey operated on side. 2 ordinary steel hinged doors to D.B. Flat forecabin on side.
Deckhouses on Flush Deck Ships	

CREW.

Acc M

CREW.

Superstructure Deck

Acc

H

H

No 3 H

Acc M

Roof

22'-0"

102'-0"

97'-6"

89'-0"

36'-0"

Freeboard Deck

CREW

No 5

No 4

E.R.

Donk

Boil

No 3 H

No 2 H

No 1 H

CREW

Bas & hull dk

Hatchem Bridge spec Two 2-6 x 1-10-x 11¹/₂ 3¹/₂ x 7¹/₂ ft. 2" rest. 2x chals. 2¹/₂ w.p. covers
 " " " Down 2-3 x 8-6 x 12¹/₂ x 40. 2" rest 19" chals. 2¹/₂ covers & Carp
 " " " One 13-0 x 14-0. x 1-4 high .40 coaming.
 Two webs. one 7" bulb & 2 bars 3 x 3 x 3/8 7/8
 one 9¹/₂ " " " "
 bearing surface for web 3¹/₂
 rest for cover 3" 12¹/₂.
 2¹/₂ w.p. covers 2¹/₂ Carpenter

Vessel examined a plot for firewood purposes. Not due for S. Survey.

$\Delta @ 19.3 = 7600$ T.P.I. 35.66
 $859\% = 21.82\%$
 Keel $\frac{108}{21.9}$
 $\frac{19.3}{2.6}$
 $\Delta = \frac{7600}{1068}$
 $\frac{8668 \text{ cu}}{}$

Roper & Son Ltd

OWNERS Roper Shipping Co. Ltd.

Fee £ 11 : 18 : 0 Received by me