

Rpt. C.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

CARDIFF

WEEK BY
No. 154 Section 3

Index. No.

31610

(For London Office only.)

14 JUN 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having **RAISED QUARTER DECK & FORECASTLE**Port of Survey **CARDIFF**Date of Survey **June 10th 1932****BRANDEN**

(Type of Superstructures.)

Ship's Name

Nationality and Port of Official Number

Gross Tonnage

Date of Build

FULLERTON ROSE.**BRITISH
LIVERPOOL****144308****1594****1925
4 mch**Moulded Dimensions: Length **250.0** Breadth **34.0** Depth **18.5**Moulded displacement at moulded draught = 85 per cent. of moulded depth **3200** tonsCoefficient of fineness for use with Tables **770**Particulars of Construction **+ CORR.**

Depth for Freeboard (D)			Depth correction		Moulded breadth (B)	
Moulded depth	...	18.50	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded breadth (B)	34.0
Stringer plate (.49)	...	.04	(18.54 - 16.67) 1.923 = + 3.60		Standard Round of Beam	34.0
Sheathing on exposed deck	...		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	34.0
T $\left(\frac{L-S}{L}\right) =$	✓		If restricted by superstructures		Difference	0.00
Depth for Freeboard (D) =	18.54				Restricted to	34.0

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed	140.47	140.47	4.00		140.47
" overhang					
Bridge enclosed...	15.33	15.33	7.75 ABOVE MAIN DECK		15.33
" overhang aft					
" overhang forward	23.29				
Fore enclosed OPEN...	23.20	23.29	7.00		23.29
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	179.09	179.09			179.09

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$ **71.64**" " $\frac{S_i}{L} =$ **71.64**" " $\frac{E}{L} =$ **71.64**Percentage from Table, Line A. **65.02**

(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)

Deduction = **20.16**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	35.00	1		35.00	49.00	49.00	1		49.00
1/2 L from A.P.	15.57	4		62.28	18.56	18.56	4		74.24
1/2 L	3.85	2		7.70	4.62	4.62	2		9.24
Amidships		4					4		
1/2 L from F.P.	7.70	2		15.40	9.06	9.06	2		18.12
1/2 L	31.15	4		124.60	36.34	36.34	4		145.36
F.P.	70.00	1		70.00	80.50	80.50	1		80.50
Total				314.98					376.48

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - S}{2L} \right) =$ **61.56 (75 - 3582) = - 1.34**

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 = **22.54**Summer freeboard = **5.37**Moulded draught (d) = **17.17**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **29 : 4/4**Addition for Winter North Atlantic Freeboard (if required) = **4/4 + 2 = 6**

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 Fresh 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.

32.30**34.44**

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

5' 4 1/2"**4' 7 3/4"****5' 0"****5' 0 1/4"****5' 8 3/4"****5' 10 3/4"****5' 10 3/4"****5' 10 3/4"****5' 10 3/4"****5' 10 3/4"****5' 10 3/4"****5' 10 3/4"**

5m, 3.32.

RECEIVED

RECEIVED

RECEIVED

MARKING FORM

12 JUN 1932

RECEIVED

RECEIVED

RECEIVED

RECEIVED

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		...	...	...	Nº1	Nº2	Nº3	Nº4	
Dimensions of Hatchway		...	...	...	24'9" x 25'0"	24'9" x 25'0"	28'3" x 25'0"	28'3" x 25'0"	
COAMINGS	Height above Deck	...	...	...	36"	36"	33"	33"	
	Thickness	...	...	...	.44	.44	.44	.44	
	Stiffeners	...	...	...	7x3x40Ba	7x3x40Ba	7x3x40Ba	7x3x40Ba	
	Brackets, Stays	...	...	...	2 Stay	2 Stay	2 Stay	2 Stay	
HATCH BEAMS	Number	...	...	...	5	5	5	5	
	Spacing	...	...	...	4'4 1/2"	4'4 1/2"	4'8 1/2"	4'8 1/2"	
	Scantling and	...	...	...	5x3x42	6x3x42	SAME	SAME	
	Bearing Surface	...	...	...	18"x36"	19 1/2"x36"	Nº2	Nº2	
FORE AND AFTERS	Support	...	...	...	3"	3"	3"	3"	
	Support	...	...	...		
	Support	...	...	...		
	Support	...	...	...		
HATCH COVER	Material	...	...	...	W.P.	W.P.	W.P.	W.P.	
	Thickness	...	...	...	3"	3"	3"	3"	
	Material	...	...	...	F.T.A.	F.T.A.	F.T.A.	F.T.A.	
	Bearing Surface	...	...	...	24"	24"	24"	24"	
Are the hatchways steel shod at all bearing surfaces?		Yes							
Are the hatchways and weathers efficient and in good condition?		Yes							
Are the hatchways in good condition and in accordance with rule requirements?		Yes							
Are the hatchways provided in accordance with rule requirements?		Yes							

of Adley, tunnel and ventilator coamings :—

Leadley Tunnel. Ventilator Coamings in efficient condition.
Engine Room Skylight of Steel Strongly Constructed.
Stakehold Gratings covered by strong steel hinged storm covers

NONE

Particulars of Companionways :—

NONE

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

Main Deck Fore 1 Vent 3'0" high x 14" diaⁿ. 34 Chick to Hole
aft 1 " 3'6" x 18" x " . . .
Raisia 2^d DE 2 Vents 3'6" x 18" x " . . .

VENTILATORS CONSTRUCTED IN ACCORDANCE
WITH RULE REQUIREMENTS
CORMINGS CLOSED WITH WOOD PLUGS
AND CANVAS COVERS ✓

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

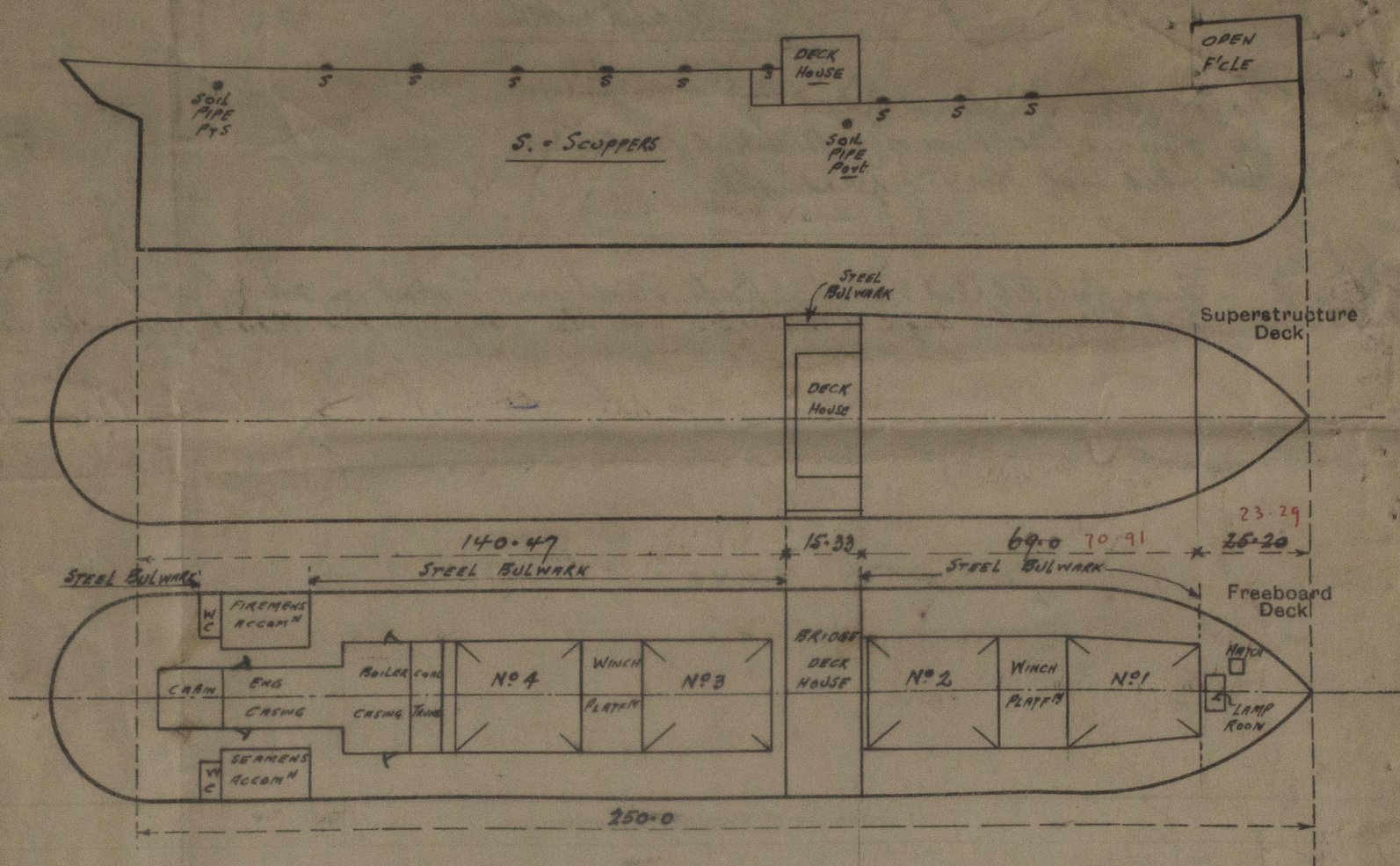
Main Deck Fore					
2	Air pipes	W.L.	2' 0" high	3' dia?	from Fore Peak
2	"	"	3' 3"	3 1/4"	" Double Bottom Tanks
Raised 2 nd Deck					
2	"	"	2' 2"	3 1/4"	"
1	" pipe	"	1' 6"	3 1/2"	After Peak

ALL GOOSENECK TOPS & HEIGHTS
MEASURED TO MOUTHS
~~NO SNIFFING HOLES OR CLOSING~~ ^{drilled in}
~~ARRANGEMENTS PROVIDED~~
^{upper part of band of air pipes}
^{marked "X"}

Particulars of Gangway Cargo and Coaling Ports:—

NONE

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:—

Small Hatches

Hatch Main Dk. 30' under 2' 6" x 2' 6" x 1' 9" high x 3' 4" cl. Rest Bar 1", Covers 3", cleats 15" apart, No 2 arps.

Casing Top 25' 0" x 2' 9" 12" high Foundation angle 3" x 3" x 3' 4". Plate 3' 4" cl. Rest Bar 2 3/4", Covers 3", cleat 24", 2 arps. ✓

*This vessel has been measured on Slipway
While undergoing Damage Repairs*

Builder's name and yard number

Names of sister ships

Owners

R. Hughes & Co. Liverpool

Fee £

9 : 4 : 0

Received by me



© 2020

Lloyd's Register
Foundation