

Rpt. C.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Ref 9 attached

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Navid quarter deck, bridge & funnel*

(Type of Superstructures.)

Ship's Name <i>S.S. LONSDALE</i>	Nationality and Port of Registry <i>BRITISH BELFAST</i>	Official Number <i>113135</i>	Gross Tonnage <i>221</i>	Date of Build <i>1904-64</i>
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Moulded Dimensions: Length *116.0* Breadth *21.74* Depth *9'9"*
Moulded displacement at moulded draught = 85 per cent. of moulded depth *427.1* tons
Coefficient of fineness for use with Tables *.716*

Port of Survey *HULL*
Date of Survey *29th March 1933*
Name of Surveyor *A. J. Congleton*
Particulars of Classification *100A.1.*
ss. Bel 2nd No 3-5,29

<p>Depth for Freeboard (D)</p> <p>Moulded depth ... <i>9.75</i></p> <p>Stringer plate ... <i>35</i></p> <p>Sheathing on exposed deck <i>FILE DECK 5+3 P.P.</i></p> <p>$T \left(\frac{L-S}{L} \right) =$ <i>✓</i></p> <p>Depth for Freeboard (D) = <i>9.78</i></p>	<p>Depth correction</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = $(9.78 - 7.73) \cdot 892$ <i>+ 1.83"</i></p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>✓</i></p> <p>If restricted by superstructures <i>✓</i></p>	<p>Round of Beam correction</p> <p>Moulded Breadth (B) <i>21.75</i></p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>5.22"</i></p> <p>Ship's Round of Beam = <i>6"</i></p> <p>Difference <i>.78" excess</i></p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.78}{4} \times .4672 = - .09$</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>✓</i>				
" overhang ...	<i>✓</i>				
R.Q.D. enclosed ...	<i>37.25</i>	<i>37.25</i>	<i>2.75</i>	<i>2.75</i>	<i>32.97</i>
" overhang ...	<i>✓</i>				
Bridge enclosed ...	<i>8.75</i>	<i>8.75</i>	<i>6.87</i>		<i>8.75</i>
" overhang aft ...	<i>✓</i>				
" overhang forward ...	<i>✓</i>				
File enclosed <i>open</i> ...	<i>20.0</i>	<i>15.80</i>	<i>6.0</i>		<i>15.80</i>
" overhang ...	<i>✓</i>				
Trunk aft ...	<i>✓</i>				
" forward ...	<i>✓</i>				
Tonnage opening aft ...	<i>✓</i>				
" " forward ...	<i>✓</i>				
Total ...	<i>66.00</i>	<i>61.80</i>			<i>59.52</i>

Standard Height of Superstructure *6.00*
" " R.Q.D. *3.107*
Deduction for complete superstructure *17.60*
Percentage covered $\frac{S}{L} =$ *56.90%*
" " $\frac{S_1}{L} =$ *53.28%*
" " $\frac{E}{L} =$ *49.58%*
Percentage from Table, Line A. *31.64%*
(corrected for absence of forecastle (if required))
Percentage from Table, Line B. *31.64%*
(corrected for absence of forecastle (if required))
Interpolation for bridge less than 2L (if required)
Deduction = $17.60 \times .3164 = - 5.57$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft = <i>Excess</i>
A.P. ...	<i>21.60</i>	<i>1</i>	<i>✓</i>	<i>21.60</i>	<i>37"</i>	<i>37.00</i>	<i>1</i>	<i>✓</i>	<i>37.00</i>	
$\frac{1}{8}$ L from A.P. ...	<i>9.61</i>	<i>4</i>	<i>✓</i>	<i>38.44</i>	<i>16 1/2</i>	<i>16.59</i>	<i>4</i>	<i>✓</i>	<i>66.36</i>	Mean actual sheer forward = <i>Excess</i>
$\frac{2}{8}$ L " ...	<i>2.38</i>	<i>2</i>	<i>✓</i>	<i>4.76</i>	<i>4 1/2</i>	<i>4.15</i>	<i>2</i>	<i>✓</i>	<i>8.30</i>	
Amidships ...	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	Length of enclosed superstructure forward of amidships = <i>NIL</i>
$\frac{3}{8}$ L from F.P. ...	<i>4.75</i>	<i>2</i>	<i>✓</i>	<i>9.50</i>	<i>6"</i>	<i>6.12</i>	<i>2</i>	<i>✓</i>	<i>12.24</i>	" " aft of " = <i>NIL</i>
$\frac{1}{8}$ L " ...	<i>19.22</i>	<i>4</i>	<i>✓</i>	<i>76.88</i>	<i>24 1/2</i>	<i>24.47</i>	<i>4</i>	<i>✓</i>	<i>97.96</i>	
F.P. ...	<i>43.20</i>	<i>1</i>	<i>✓</i>	<i>43.20</i>	<i>45</i>	<i>45.00</i>	<i>1</i>	<i>✓</i>	<i>45.00</i>	
Total ...	<i>194.44</i>			<i>194.38</i>					<i>266.86</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{72.48}{18} \left(\frac{.75 - .2845}{2 \times 116} \right) = - 1.87$
If limited on account of midship superstructure. *Yes* *NIL* 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 = *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

	+	-
Depth Correction ...	<i>1.83</i>	<i>-</i>
Deduction for superstructures ...	<i>-</i>	<i>5.57</i>
Sheer correction ...	<i>-</i>	<i>-</i>
Round of Beam correction ...	<i>-</i>	<i>.09</i>
Correction for Thickness of Deck amidships ...	<i>-</i>	<i>-</i>
Other corrections, scantlings, etc. ...	<i>-</i>	<i>-</i>
	<i>1.83</i>	<i>5.66 - 3.83</i>
Summer Freeboard =	<i>8.08</i>	

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		UPPER DECK	
Description of Hatchway	...	No 1 HATCH.	
Dimensions of Hatchway	...	34'9" x 11'8"	
COAMINGS	Height above Deck	...	31"
	Thickness	Sides	6/16
	Stiffeners	Ends	6/16
	Brackets, Stays	...	NONE.
HATCH BEAMS	Number	...	3
	Spacing	...	EQUAL
	Scantling and Sketch	...	
	Bearing Surface	...	3"
FORE AND AFTERS	Number	...	3
	Spacing	...	EQUAL
	Unsupported Lengths	...	8'2 1/4"
	Scantling* and Sketch	...	CENTRE 6" x 5 3/4" / ASHIP SIDE 5 1/4" x 5 1/2"
HATCH COVERS	Material	...	W. PINE
	Thickness	...	2 1/2"
	How fitted	...	TH. VARTSHIPS.
	Bearing Surface	...	2 1/2"
Spacing of Cleats	...	...	21"
Number of Tarpaulins	...	...	2 NEW. 1 USED GOOD.
*Are wood fore and afters steel shod at all bearing surfaces? <i>Yes</i> Are battens and wedges efficient and in good condition? <i>YES</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>YES</i> Are lashings provided in accordance with rule requirements? <i>Very plates provided on hatch sides for lashings.</i>			

Particulars of fiddle, funnel and ventilator coamings:— Coal hatch on casing top saddle back to side ladders. 3'4" x 12'0"
 Coaming 12" high to port & starboard. Best angles to be renewed.
 2 1/2" Coamings to repair / tarpaulins. Battens & cleats, all well efficient condition.
 Fiddle gratings fitted with steel hinged storm cover to repair & provide means for fastening down.
 Casing top to port & starboard renewed. 2 Bayon room vents & renewed.
 Wood E.R. Skylight to starboard looking glass. *efficient*

Particulars of Flush Bunker Scuttles:—

None fitted.

Particulars of Companionways:—

On upper deck at after end of forecabin joining access to crew space. Steel companion
 having steel door 3'6" x 1'9" x 1'11" coaming. Lock and handle fitted.
 On raised quarter deck at bow end steel door companion joining access to bridge accommodation
 having wood door 4'6" x 1'8" x 1'11" coaming 2'4" *Lock and handle to repair*

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

On forecabin deck to crew space (removed as star funnel) 4 1/2 dia x 4" x 30 coaming *to be renewed recommended*
 (ALARMED OFF) 4 1/2 x 30
 upper hold 9 1/4 dia x 3'8" x 30 coaming } *Wood plug & cement can't supply*
 9 1/2 x 24" x 30 } *Efficient closing arrangements provided*

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

On upper deck below forecabin to fore peak tank C.I. 9000 neck 3" dia x 3' to mouth.
 " R.Q. after C.I. 3' x 3"

No plugs supplied
Efficient closing appliances provided

Particulars of Gangway Cargo and Coaling Ports:—

None fitted.



Particulars of Scuppers and Sanitary Discharge Pipes:—

M.C. on starboard side of upper deck at after end of forecath
3' dia pipe discharges 13" below upper deck 1/4" storm valve.

Scupper for well deck 4 each side cut through stringer angle.
R.Q. 1

Particulars of Side Scuttles:—

In forecath side of crew space (below upper deck) 2 each side.
8" dia strong construction fitted with deadlights.

Particulars of Guard Rails:—

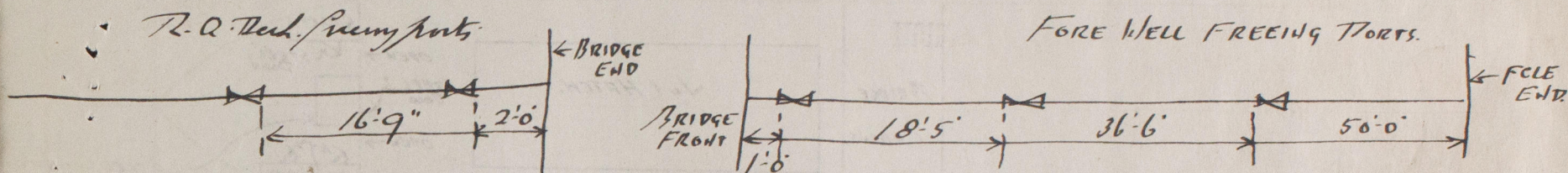
Forecath deck open rails 3'0" high, stanchion spaced 4'0" 3- 7/8 Rods.
For well steel bulwark
R.Q. Deck
Anchors deck

Particulars of Gangways, Lifelines, etc.:—

Sealable provisions
made for rigging lifelines

~~None at present fitted.~~

~~Proposed to fit eye bolt at fore end of bulkhead and~~
~~after end of forecath with 1/4" manilla lifeline.~~



Particulars of Freeing Arrangements.

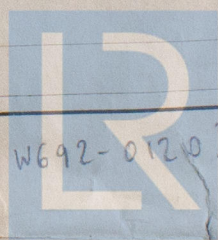
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ...	37'25"	3'3"	1'10" x 1'3" 2'4" x 1'3"	2 2	11'46" 10'44"	10'25" 10'25"
Forward Well ...	50'0"	3'7"	2'8" x 1'5"	3	11'38" 11'50"	11'50" 11'50"
State position of each freeing port (F. and A. position and height above deck edge) After Well:— HEIGHT ABOVE DECK AFT WELL 13' FORE WELL 12'						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— 1 horizontal bar 2 3/4 x 3/8 in center of each port.						
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 ...	✓	✓	✓	✓	✓	✓	✓	✓
Raised Quarter Deck Bulkhead ...	.25	.25	HUNKER SIDES	3'0"	Knees at 1/4"	NONE	✓	2'7 1/2"
Bridge, After Bulkhead ...	✓	✓	✓	✓	✓	✓	✓	✓
Bridge, Forward Bulkhead ...	.30	.25	4 x 3 x 30 L	30"	KNEES TOP & BOTTOM	NONE	✓	6'8 1/2"
Forecastle Bulkhead ...	.25	.25	NONE ONLY SIDE STRINGER KNEES	✓	NONE	Port Door 3'6" x 1'8" Star Door 3'7" x 1'9"	18" 19"	6'0"
Trunk, Aft ...	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward ...	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Deck	.30	.25	2 1/2 x 2 1/2 x 32	2'5"	Knees at Top	3 Wood Doors 4'0" x 1'9"	28"	6'6" CASINGS
Exposed Machinery Casings on Superstructure Decks ...	✓	✓	✓	✓	✓	✓	✓	✓
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 ...	✓
Raised Quarter Deck Bulkhead ...	✓ no openings
Bridge, After Bulkhead ...	✓ no openings
Bridge, Forward Bulkhead ...	✓ no openings
Forecastle Bulkhead ...	Slut down to jolly to let back & handle
Exposed Machinery Casings on Deck	2 Wood - Lamp Room - M.C. To fit back & handle
Exposed Machinery Casings on Superstructure Decks ...	2 Wood down to engine room 1 7/8 dia. & 1 Wood down to after cabin.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	End & handle to be repaired
Deckhouses on Flush Deck Ships ...	✓

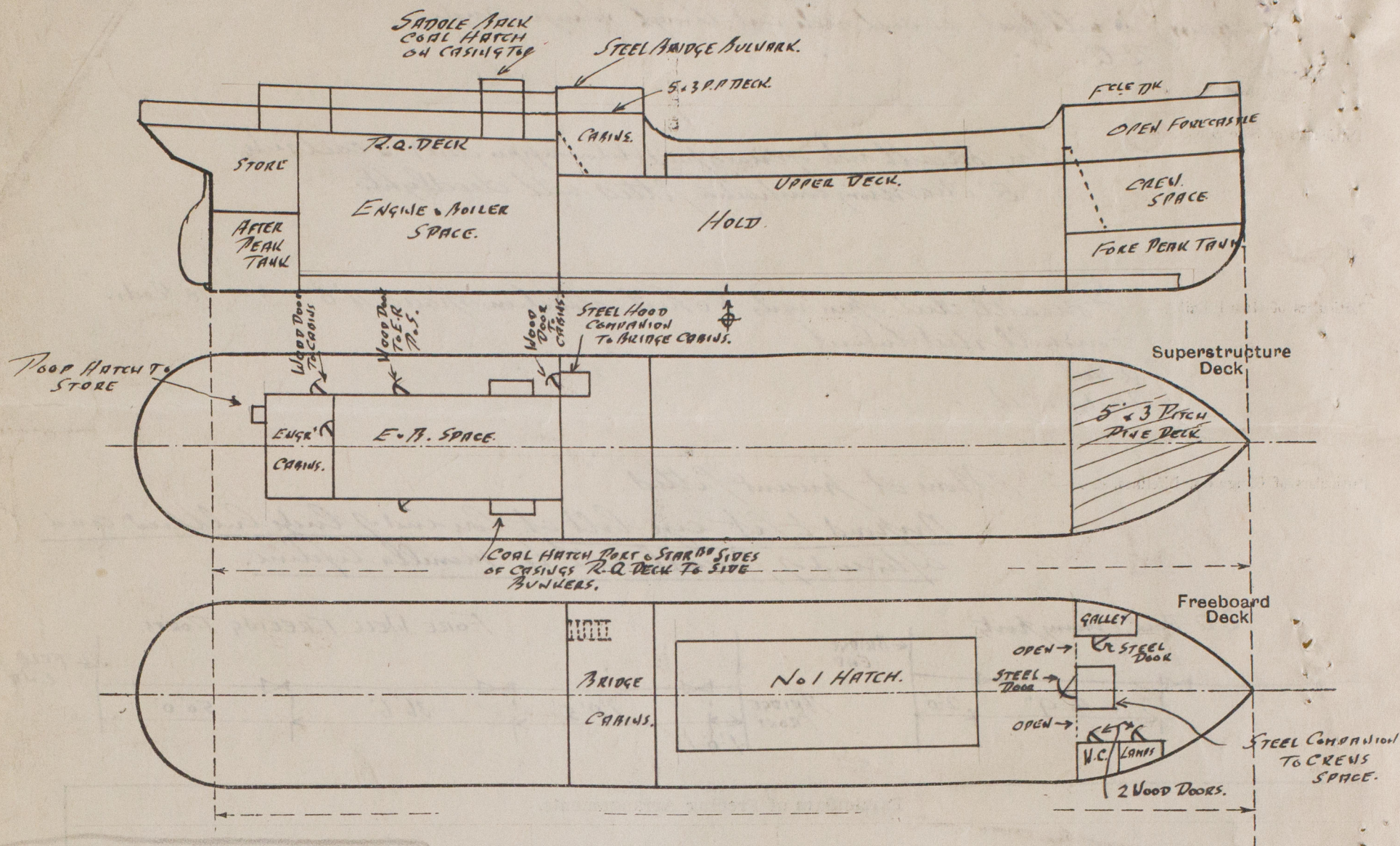


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Lansdale

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:—



Forecastle	20.00	
10	11.60	11.60
	4.20	15.80

State any special features in the construction of the ship:—

Hatch to after peak store 26" x 19" x 15" x 1/4" Coaming, Cover 2 1/2"
2 1/2" bearing surface, ~~Bottom can be turned out tarpaulin~~
~~supply~~ two tarpaulin and efficient balling arrangements
Coal hatch on port side of casing on raised quarter deck to
side bunker 3'4" x 1'4" x 13 1/2" Coaming, 2 1/2" bearing surface, 2 1/2" Cover,
2 x Tarpaulin, Bottom & cleats
Coal hatch on starboard side of casing on raised quarter deck to side
bunker 3'4" x 1'3" x 13" Coaming, ~~Bottom can be turned out~~, 2 1/2" Cover,
2 x Tarpaulin, Bottom & cleats.

This vessel has been surveyed while lying in Brown's dry dock
at Hull when she is undergoing the Special Survey 3rd No. 1.

Builder's name and yard number W. J. YARWOOD, NORTHWICH No. 33 Ship

Names of sister ships

Owners ALFRED B. WADE.

Fee £ 3 : 8 : -

Received by me



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