

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.Index. No. 33077
10 JUN 1932
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Cork.</u>
having _____					Date of Survey <u>6th & 8th June 1932.</u>
(Type of Superstructures.)					Name of Surveyor <u>William J. R. Lewis</u>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>100 A1.</u> <u>With FREEBOARD.</u>
<u>M.S. "INNISFALLEN"</u>	<u>British</u> <u>Cork.</u>	<u>152222</u>	<u>3019</u>	<u>1930-6 mo</u>	
Moulded Dimensions: Length	Breadth	Depth			
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					
Coefficient of fineness for use with Tables _____					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth	(a) Where D is greater than Table depth (D - Table depth) R =	Moulded Breadth (B)
Stringer plate	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam =
Depth for Freeboard (D) =		Difference
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

Standard Height of Superstructure _____

" " R.Q.D. _____

Deduction for complete superstructure _____

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

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

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

Percentage from Table, Line A.
(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 =

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.		1				1	
$\frac{1}{8}L$ from A.P.		4				4	
$\frac{3}{8}L$ "		2				2	
Amidships		4				4	
$\frac{3}{8}L$ from F.P.		2				2	
$\frac{1}{8}L$ "		4				4	
F.P.		1				1	
Total							

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

If limited on account of midship superstructure

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
Deduction for superstructures
Sheer correction
Round of Beam correction
Correction for Thickness of Deck amidships
Other corrections, scantlings, etc.

Summer Freeboard = _____

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

Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard
Fresh Water Line " "	Fresh Water " "
Tropical Line " "	Tropical " "
Winter Line below " "	Winter " "
Winter North Atlantic Line " "	Winter North Atlantic " "

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway									
Dimensions of Hatchway									
COAMINGS	Height above Deck								
	Thickness								
	Stiffeners								
	Brackets, Stays								
HATCH BEAMS	Number								
	Spacing								
	Scantling and Sketch								
	Bearing Surface								
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths								
	Scantling and Sketch								
HATCH COVERS	Material								
	Thickness								
	How fitted								
	Bearing Surface								
Spacing of Cleats									
Number of Tarpaulins									

*Are wood fore and afters steel shod at all bearing surfaces?
 Are battens and wedges efficient and in good condition?
 Are tarpaulins in good condition and in accordance with rule requirements?
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

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

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

Snifting hole drilled in top of bend of all, (5), W. Iron 2 1/2" x 3" dia air pipes which are led above the freeboard deck and return through the deck to ship's side, from double bottom & peak tanks. (5 PORT & 3 STARBOARD).
 1 - W.I. air pipe on shelter deck forward, 24" high x 2 1/2" dia, from D.B. tanks, snifting hole drilled in top of bend and closed with screwed plug.
 6 - W.I. air pipes on Roak (promenade) deck, 24" to 40" high x 2 1/2" dia, from D.B. tanks with snifting hole in top of bend and closed with screwed plugs.

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes —

Particulars of Side Scuttles:—

Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:—

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						
Forward Well						

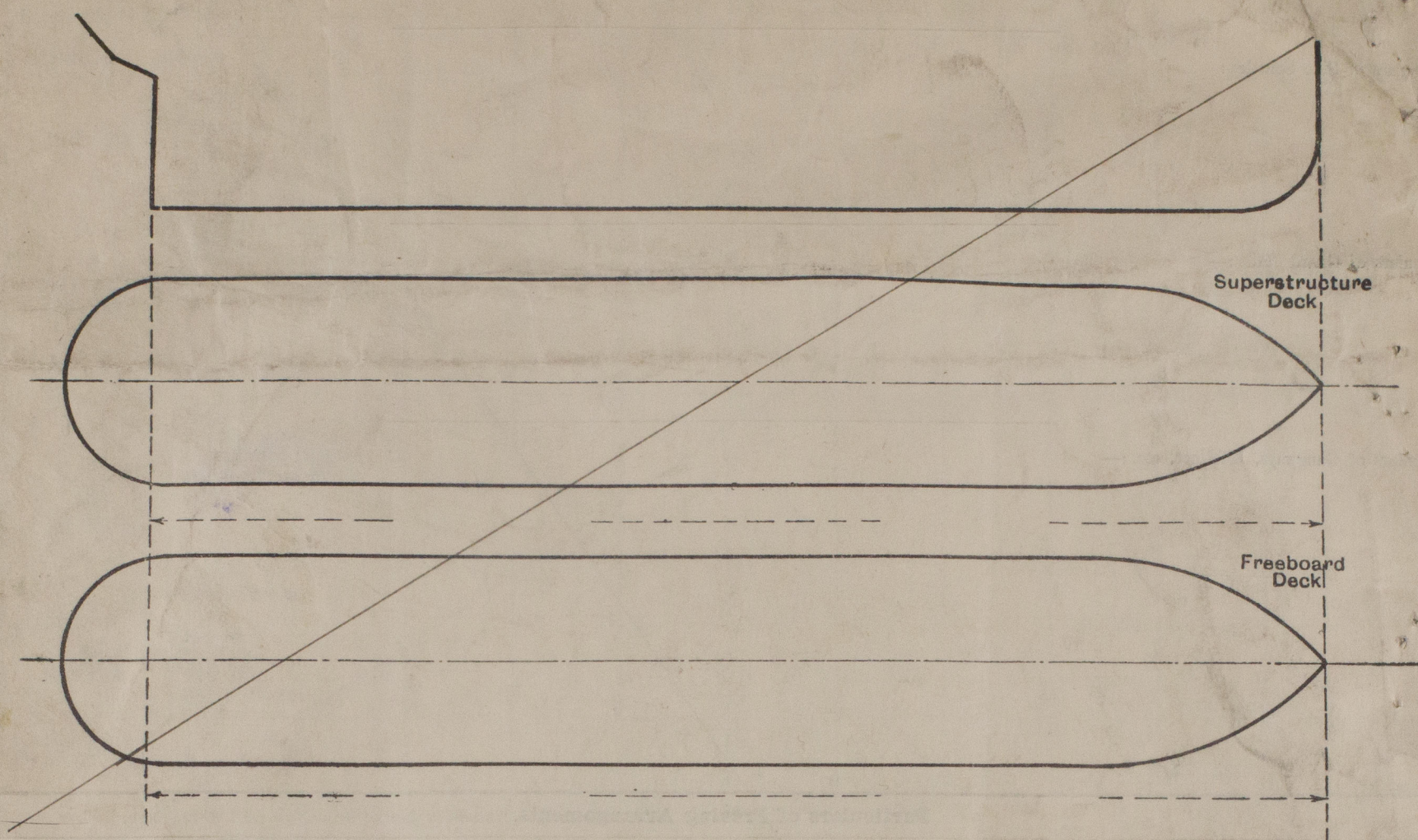
State position of each freeing port ... { After Well:—
 (F. and A. position and height above deck edge) { Forward Well:—
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
 Additional area where sheer is less than standard.

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								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
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).	
AFTER TUNNEL ESCAPE, ON FREEBOARD DECK	✓
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

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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:—

Detailed items of requirements as recorded on pages 2 & 3 of this Report were examined and effected while vessel lay afloat at Cork, and the survey was confined to these items. No other survey was held at this time.

Builder's name and yard number *Harland & Wolff Ltd.*

Yard number 870

Names of sister ships

Owners *City of Cork Steam Packet Co, Ltd.*

Fee £ *TO BE FURNISHED LATER.*

Received by me



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