

B.T. COPY WRITTEN.

Rpt. C.11.

Index. No. 30479  
(For London Office only.)Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having Bridge & Forecastle (No Tonnage opening)  
(Type of Superstructures.)

Port of Survey London  
Date of Survey (Final) 5<sup>th</sup> Dec, 1932.  
Name of Surveyor W. T. Hudson  
Particulars of Classification 100A-1. Peller  
dk with freeboard.  
PS No 2-29.

Ship's Name	Nationality and Port of Official Registry	Gross Tonnage	Date of Build
<u>"Jervis Bay"</u>	<u>British London</u>	<u>150184</u>	<u>1922-9</u>
Moulded Dimensions: Length	Breadth	Depth	
<u>529.8</u>	<u>68.0</u>	<u>43.5</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>29540</u> tons			
Coefficient of fineness for use with Tables <u>.776</u>			

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <u>43.5</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(43.70 - 35.32) 3.00 = + 25.14"</u>	Moulded Breadth (B) <u>68'</u>
Stringer plate ... .. <u>.08</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{68 \times 12}{50} = 16.32"$
Sheathing on exposed deck <u>3"</u>		Ship's Round of Beam = <u>6"</u>
$T \left( \frac{L-S}{L} \right) = .25 \times .469 = .12$	If restricted by superstructures <input checked="" type="checkbox"/>	Difference <u>10.32"</u>
Depth for Freeboard (D) = <u>43.70</u>		Restricted to
		Correction = $\frac{\text{Diff}^n}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{10.32}{4} \times .4822 = +1.23$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..					
„ overhang ... ..					
R.Q.D. enclosed ... ..					
„ overhang ... ..					
Bridge enclosed ... ..	<u>205.33</u>	<u>205.33</u>	<u>8'-4"</u>	<u>✓</u>	<u>205.33</u>
„ overhang aft ... ..			<u>8'-4"</u>		
„ overhang forward ... ..			<u>7'-11"</u>		
Fore enclosed ... ..	<u>62.12</u>	<u>62.12</u>	<u>8'-0"</u>	<u>✓</u>	<u>62.12</u>
„ overhang ... ..	<u>13.88</u>	<u>6.94</u>	<u>8'-0"</u>	<u>✓</u>	<u>6.94</u>
Trunk aft ... ..					
„ forward ... ..					
Tonnage opening aft ... ..					
„ forward ... ..					
Total ... ..	<u>281.33</u>	<u>274.39</u>			<u>274.39</u>

Standard Height of Superstructure	<u>7.50</u>
„ „ R.Q.D.	
Deduction for complete superstructure	<u>42.00</u>
Percentage covered $\frac{S}{L} =$	<u>53.10%</u>
„ „ $\frac{S_1}{L} =$	<u>51.78%</u>
„ „ $\frac{E}{L} =$	<u>51.78%</u>
Percentage from Table, Line A. (corrected for absence of fore-castle (if required))	
Percentage from Table, Line B. (corrected for absence of fore-castle (if required))	<u>37.78%</u>
Interpolation for bridge less than .2L (if required)	
Deduction = $42 \times .3778 =$	<u>- 15.87"</u>

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft	Mean standard sheer aft
A.P. ... ..	<u>62.98</u>	1		<u>62.98</u>	<u>60.0</u>	<u>60.00</u>	1		<u>60.00</u>		<u>Deficient.</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>28.03</u>	4		<u>112.12</u>	<u>27.65</u>	<u>27.65</u>	4		<u>110.60</u>		
$\frac{3}{8}$ L „ ... ..	<u>6.93</u>	2		<u>13.86</u>	<u>6.91</u>	<u>6.91</u>	2		<u>13.82</u>		
Amidships ... ..	<u>✓</u>	4		<u>✓</u>	<u>✓</u>	<u>✓</u>	4		<u>✓</u>		
$\frac{3}{8}$ L from F.P. ... ..	<u>13.85</u>	2		<u>27.70</u>	<u>13.08</u>	<u>13.08</u>	2		<u>26.16</u>		
$\frac{1}{2}$ L „ ... ..	<u>56.05</u>	4		<u>224.20</u>	<u>52.34</u>	<u>52.34</u>	4		<u>209.36</u>		
F.P. ... ..	<u>125.96</u>	1		<u>125.96</u>	<u>120.0</u>	<u>120.00</u>	1		<u>120.00</u>		
Total ... ..				<u>566.82</u>					<u>539.94</u>		

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{26.88}{18} \left( .75 - .2655 \right) = + .73"$

If limited on account of midship superstructure.

Mean actual sheer aft = Deficient.  
Mean standard sheer aft = Deficient.

Length of enclosed superstructure forward of amidships =  
„ „ aft of „ =

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.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ <u>26069</u> Tons per inch immersion at summer load water line $T =$ <u>73.66</u> Deduction = $\frac{\Delta}{40T}$ inches $=$ <u>8<math>\frac{3}{4}</math>"</u>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.68 + .776}{1.36} = \frac{1.456}{1.36}$ Depth Correction ... .. <u>25.14</u> Deduction for superstructures ... .. <u>- 15.87</u> Sheer correction ... .. <u>.73</u> Round of Beam correction ... .. <u>1.23</u> Correction for Thickness of Deck amidships ... .. <u>- 1.44</u> Other corrections, scantlings, etc. ... .. Summer Freeboard = <u>128.45</u>
Depth to Freeboard Deck = <u>43.58</u> Summer freeboard = <u>10.71</u> Moulded draught (d) = <u>32.87</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>8.22 = 8<math>\frac{1}{2}</math>"</u> Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u>		

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

Tropical Fresh Water Line above Centre of Disc ... ..	<u>17"</u>	Tropical Fresh Water Freeboard ... ..	<u>9'-3<math>\frac{1}{2}</math>"</u>
Fresh Water Line " " ... ..	<u>8<math>\frac{3}{4}</math>"</u>	Fresh Water " " ... ..	<u>9'-11<math>\frac{3}{4}</math>"</u>
Tropical Line " " ... ..	<u>8<math>\frac{1}{4}</math>"</u>	Tropical " " ... ..	<u>10'-0<math>\frac{1}{4}</math>"</u>
Winter Line below " " ... ..	<u>8<math>\frac{1}{4}</math>"</u>	Winter " " ... ..	<u>11'-4<math>\frac{3}{4}</math>"</u>
Winter North Atlantic Line " " ... ..		Winter North Atlantic " " ... ..	

7 DEC 1932

a passenger line to be marked 3'-2" below the centre of the disc  
RECEIVED 11 JUL 1935

RECEIVED 24 AUG 1935

RECEIVED 10 DEC 1932



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
F.C.L.E. F.B.D.K. F.A.D.K. BRIDGE D.K. Boat D.K. F.O.P. Boat D.K. A.F. BRIDGE D.K. F.A.D.K. F.B.D.K.										
Description of Hatchway	Nº 1	Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 5	Nº 5	Nº 6	
Dimensions of Hatchway	18'-0" x 15'-9"	18'-0" x 15'-9"	34'-8" x 18'-4"	26'-8" x 15'-9"	9'-10" x 18'-5"	24'-0" x 15'-9"	24'-0" x 15'-9"	24'-0" x 15'-9"	24'-0" x 15'-9"	
COAMINGS	Height above Deck	30"	15"	30"	30"	30"	30"	30"	30"	
	Thickness	44	40	44	44	44	44	44	44	
	Sides	44	40	44	44	44	44	44	44	
	Stiffeners	9" B.A.	—	9" B.A.	9" B.A.	9" B.A.	—	9" B.A.	9" B.A.	
	Brackets, Stays	1 AT 2 DIAM	—	3 AT 2 DIAM	—	2 AT 2 DIAM	—	2 AT 2 DIAM	2 AT 2 DIAM	
HATCH BEAMS	Number	3	3	6	4	3	3	3	3	
	Spacing	4'-6"	4'-6"	4'-11"	5'-3"	4'-11"	6'-0"	6'-0"	6'-0"	
	Scantling and Sketch	13" x 33	12" x 34	16" x 36	11 1/2" x 32	13" x 34	12" x 32	11 1/2" x 34	12" x 32	11 1/2" x 32
		3 1/2 x 3 x 42	3 1/2 x 3 x 42	4 x 3 x 44	3 1/2 x 3 x 42	4 x 3 x 44	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42
	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
<del>FORE AND AFTERS</del>	Number									
	Spacing									
	Unsupported Lengths									
	Scantling* and Sketch									
	Bearing Surface									
HATCH COVERS	Material	W.P.								
	Thickness	3"								
	How fitted	F.A.								
	Bearing Surface	3"								
Spacing of Cleats	24"									
Number of Tarpaulins	3									

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

Particulars of fiddle, funnel and ventilator coamings:—

No exposed fiddle gratings.  
 Fiddle vents & funnel in efficient condition.  
 Engine skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

F.C.L.E. Front & Casually ways. Solid wood & steel hinged down 5'-8" x 2'-0" x 10" Lill, operated from both sides.  
 Fore steel deckhouse, Solid wood down 5'-8" x 4'-0" to 5'-0" x 2'-0" x 6" Lill, Hinged steel down 5'-0" x 2'-0" x 14" Lill, down operated from both sides.  
 Bridge Front, One steel hinged W.T. down each side 5'-10" x 34" x 12" Lill, operated from both sides.  
 Bridge End, Solid wood down, 5'-0" x 2'-0" to 5'-6" x 39" x 10" Lill, Lill steel hinged down 5'-0" x 24" x 2'-0" Lill, down operated from both sides.  
 After steel deckhouse, Solid wood down 5'-6" x 3'-6" x 6" Lill, Steel hinged down 5'-2" x 2'-0" x 1'-0" Lill, down operated from both sides.

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

F.C.L.E. deck 10 vents 2'-10" HIGH x 24" DIA x 40, 8 vents 6" to 12" DIA x 2'-10" HIGH x 36.  
 Freeboard (Fore) 8 vents 2'-10" HIGH x 24" DIA x 50. Freeboard (Aft) 6 vents 2'-10" HIGH x 24" DIA x 50.  
 BRIDGE D.K. 4 vents 2'-10" HIGH x 16" to 24" DIA x 36, 18 vents 18" HIGH x 9" DIA x 34, 6 vents 2'-10" HIGH x 24" DIA x 40.  
 All vents constructed in accordance with Rules & Coamings closed with wood plugs & canvas covers.

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

Air pipes 24" HIGH x 4" DIA to d.b. tanks etc.  
 All air pipes to oil fuel d.b. tanks fitted with Tiroo Valves, remainder have no means of closing.  
 Efficient means of closing provided.

Particulars of Gangway Cargo and Coaling Ports:—

4 W.T. CARGO DOORS EACH SIDE 5'-7" x 3'-3" BETWEEN F.B.D.K. & C.D.K.  
 1 " " " " " 6'-2" x 5'-0" " " " " "  
 1 OIL FILLING DOOR " " 2'-2" x 1'-5" " " " " "  
 4 W.T. CARGO DOORS (PORT) AND ONE (STAR) 2'-11" x 2'-8" " " " " "  
 1 GALLEY DOOR (P) 5'-0" x 3'-0" " BRIDGE D.K. & F.B.D.K.  
 1 STORE " (P) 3'-0" x 2'-6" " " " " "

ALL THESE W.T. DOORS  
 EFFICIENTLY CONSTRUCTED  
 & SECURED.



# "JERVIS BAY"

## Particulars of Scuppers and Sanitary Discharge Pipes:—

Scuppers from 7<sup>th</sup> dk, through ship's side fitted with storm valves + gratings at inner ends.  
 Scuppers from spaces below 7<sup>th</sup> dk, through ship's side fitted with storm valves guard above 7<sup>th</sup> dk.  
 Sanitary discharges through ship's side fitted with storm valves + efficient traps at inner ends.

## Particulars of Side Scuttles:—

Side scuttles in 7<sup>th</sup> dk fitted with hinged deadlights.  
 Bridge space scuttles fitted with portable deadlights in bay of Saloon only.  
 All scuttles between 7<sup>th</sup> dk + 7<sup>th</sup> dk fitted with either hinged or portable deadlights.  
 All scuttles of substantial construction.

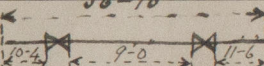
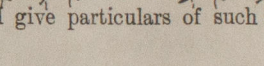
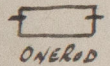
## Particulars of Guard Rails:—

7<sup>th</sup> dk, 3'-6" HIGH with 4 rods, stanchions 4'-6" apart.  
 7<sup>th</sup> dk + Bridge dk 4'-0" " 5 " " 4'-0" "  
 Boat dk 3'-6" " 3 " " 4'-6" "

## Particulars of Gangways, Lifelines, etc.:—

*None.* Efficient lifelines have been provided for use in any part of the ship which may have to be used by the crew in the regular working of the ship.

## 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 ... ..	Open rails					
Forward Well ... ..	36'-10"	4'-0"	3'-0" x 21'-0" 26'-10"	2 + open rails		
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:—HINGED SHUTTERS  15" ABOVE D <sup>E</sup> EDGE ONE END						
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 ... ..	32'	30'	6 x 3 1/2 x 44 BA + 3 x 3 x 40 BA 9 x 3 1/2 x 64 BA	30"	B.A. Brackets Lugs	5'-6" x 39" to 5'-0" x 24"	10"	8'-4"
Bridge, Forward Bulkhead ... ..	44'	40'	(PROTECTED AT CENTRE BY ORIGINAL DECKHOUSE)	32"		5'-10" x 34"	12"	8'-4"
Forecastle Bulkhead ... ..	34'	34'	3 1/2" Flange	30"	None	5'-8" x 24"	10"	8'-0"
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	38'	30'	3 1/2 x 3 x 36	31"	Continuous	5'-9" x 25"	7"	8'-4"
Deckhouses on Flush Deck Ships ...								

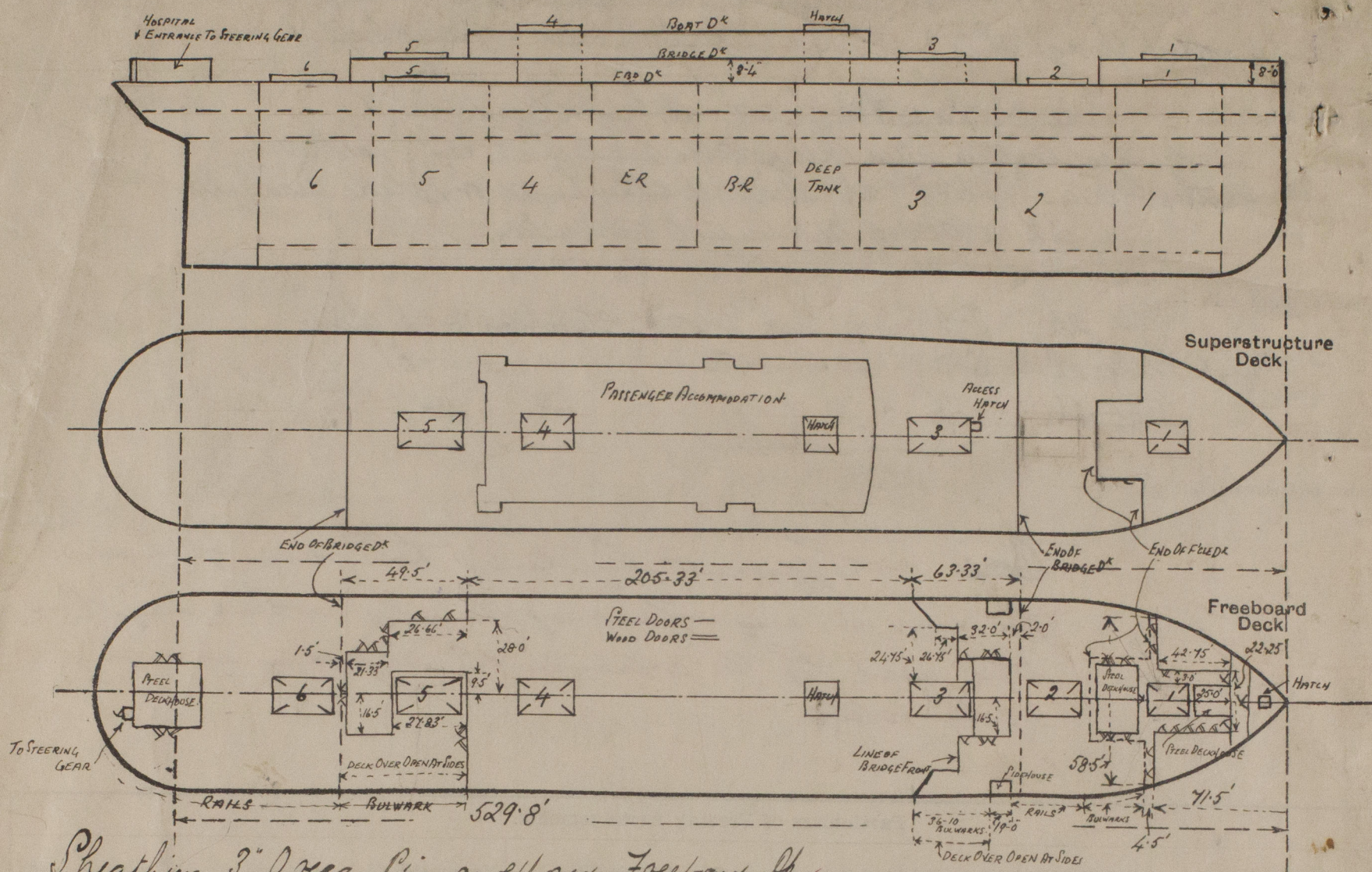
## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ... ..	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	Hinged wood + steel door operated from both sides.
Bridge, Forward Bulkhead ... ..	2 hinged steel storm doors operated from both sides.
Forecastle Bulkhead ... ..	Hinged wood + steel door operated from both sides.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks ... ..	Hinged steel door operated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	Hinged steel door operated from both sides.
Deckhouses on Flush Deck Ships ...	



# Jervis Bay

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:—



Sheathing 3" Oregon Pine on exposed Freeboard &  
 " 1 3/4" Composition on enclosed " " "

Forecastle

$$71.5 - \left\{ \frac{17.75 \times 22.5}{58.5} + \frac{25 \times 2 \times 3}{58.5} \right\} = 62.12'$$

$$\text{Overhang} = 71.5 + 4.5 - 62.12 = 13.88'$$

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

Small Hatchways

Freeboard & to Tide Line 3'-0" x 3'-0" x 12" x 40 Coaming, wood cover efficiently battened.  
 Bridge & No 3 access, 2'-4" x 1'-9" x 26" x 40 Coaming, steel hinged cover efficiently battened.

Vessel surveyed afloat

Builder's name and yard number. Moran Vickers Ltd No 545

Names of sister ships. "Holsan Bay" "Moretan Bay"

Owners. White Star Line, Ltd (J. Thompson & Co Ltd Mgrs)

Fee £ 14 : 0 : 0

Received by me

6 DEC 1932



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