

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. 22061
(For London Office only.)

GLASGOW REPORT No. 53425

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Complete Superstructure without Tonnage opening*

Port of Survey *Androssou.*

Date of Survey *21st & 22nd April 1933.*

Name of Surveyor *A. A. Moir.*

Particulars of Classification *100 A.1
Shells 8" with freeboard.*

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
"NASCOPIC"	<i>British London</i>	<i>129922</i>	<i>2521</i>	<i>1912-1</i>
Moulded Dimensions: Length	<i>285' 0"</i>	Breadth <i>43' 5"</i>	Depth <i>29' 7 1/2"</i>	<i>Sh. 22' 5 1/2" 2nd.</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth	<i>5743 tons</i>			
Coefficient of fineness for use with Tables	<i>641. (68 lower in Tables)</i>			

Depth for Freeboard (D)	Depth correction
Moulded depth <i>29.75</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(29.75 - 19.00) 2.193</i>
Stringer plate <i>(30.54) (46.200)</i> <i>0.4</i>	= + <i>23.66</i>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = 3$	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>✓</i>
Depth for Freeboard (D) = <i>29.79</i>	If restricted by superstructures <i>✓</i>

Round of Beam correction
Moulded Breadth (B) <i>43.50</i>
Standard Round of Beam = $\frac{B \times 12}{50} = 10.44$
Ship's Round of Beam = <i>10.00</i>
Difference <i>44" deficient</i>
Restricted to
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L_1} \right) = \frac{44}{4} \times 1 = +11"$

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					
Fore 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 = *NIL*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>38.50</i>	1	<i>38.50</i>	<i>37.50</i>	<i>37.50</i>	1	<i>37.50</i>
1/8 L from A.P.	<i>17.13</i>	4	<i>68.52</i>	<i>13.50</i>	<i>11.60</i>	4	<i>46.40</i>
3/8 L "	<i>4.23</i>	2	<i>8.46</i>	<i>3.25</i>	<i>- .50</i>	2	<i>- 1.00</i>
Amidships	<i>✓</i>	4	<i>✓</i>	<i>✓</i>	<i>✓</i>	4	
5/8 L from F.P.	<i>8.47</i>	2	<i>16.94</i>	<i>4.00</i>	<i>9.50</i>	2	<i>19.00</i>
7/8 L "	<i>34.26</i>	4	<i>137.04</i>	<i>24.50</i>	<i>28.40</i>	4	<i>113.60</i>
F.P.	<i>77.00</i>	1	<i>77.00</i>	<i>58.50</i>	<i>58.50</i>	1	<i>58.50</i>
Total	<i>346.50</i>		<i>346.46</i>				<i>274.00</i>

Mean actual sheer aft = *Deficient*
Mean standard sheer aft = *Deficient*
Mean actual sheer forward = *Deficient*
Mean standard sheer forward = *Deficient*
Length of enclosed superstructure forward of amidships = *✓*
" " aft of " = *✓*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{72.46}{18} (.75) = + 3.02"$

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 = *30.04*
Summer freeboard = *6.17*
Moulded draught (d) = *23.87*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *5.97 = 6"*
Addition for Winter North Atlantic Freeboard (if required) = *8"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 5370$
Tons per inch immersion at summer load water line
 $T = 23$

Deduction = $\frac{\Delta}{40 T}$ inches
 $\frac{5370}{40 \times 23} = 5.84$
 $\frac{d}{4} = 6"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	<i>23.66</i>	<i>✓</i>
Deduction for superstructures	<i>3.02</i>	<i>✓</i>
Sheer correction	<i>11</i>	<i>✓</i>
Round of Beam correction	<i>11</i>	<i>✓</i>
Correction for Thickness of Deck amidships	<i>3.00</i>	<i>✓</i>
Other corrections, scantlings, etc.	<i>✓</i>	<i>✓</i>
	<i>29.79</i>	<i>+</i>
	<i>29.79</i>	<i>+</i>

Summer Freeboard = *73.91*

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

Tropical Fresh Water Line above Centre of Disc	<i>12"</i>	Tropical Fresh Water Freeboard	<i>5' 2"</i>
Fresh Water Line " "	<i>6"</i>	Fresh Water " "	<i>5' 8"</i>
Tropical Line " "	<i>6"</i>	Tropical " "	<i>6' 2"</i>
Winter Line below " "	<i>6"</i>	Winter " "	<i>6' 10"</i>
Winter North Atlantic Line " "	<i>8"</i>	Winter North Atlantic " "	<i>6' 10"</i>

MARKING FORM
RECEIVED JUN 1933

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


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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON ~~FREEBOARD~~ AND SUPERSTRUCTURE DECK

HATCHWAYS ON DECKBOARD AND SUPERSTRUCTURE DECK									
Description of Hatchway			No. 1	No. 2	No. 3				
Dimensions of Hatchway			14' 9" x 12' 0"	26' 5" x 16' 1"	26' 1" x 16' 1"				
COAMINGS	Height above Deck Thickness { Sides { Ends Stiffeners Brackets, Stays	...	31"	31"	as				
		...	50	50	for				
		...	none	none	for				
		...	1 @ sides	none	no. 2				
HATCH BEAMS	Number Spacing Scantling and Sketch  Bearing Surface	...	2	4	as				
		...	4' 11"	5' 3 1/2"	for				
		...	Plate 17/2 x 38	24/2 x 38	for				
		...	Angle Top 3.3 x 38 Bot 1/2 x 4 x 50 3	as for No. 1	no. 2				
FORE AND AFTERS	Number Spacing Unsupported Lengths Scantling* and Sketch Bearing Surface	...	✓	✓	✓				
		...							
		...							
		...							
HATCH COVERS	Material Thickness How fitted Bearing Surface	...	wood	as	as				
		...	3"	for	for				
		...	2 x 2	no	no. 1				
		...	3"	no	no. 1				
Spacing of Cleats			24"	24"	24"				
Number of Tarpaulins			2	2	2				

Coaling Hatches.
 One post + one shank. 5' 9" x 3' 0"
 Coaming 15" x 30", 2 1/4" wood covers laid
 for + aft, bearing surface 3' x 1 1/4"
 Cleats spaced 21" apart.
~~Battens to be shown as necessary.~~
~~Tarpaulins not provided~~ *two two*

~~Tarpaulins not provided.~~

*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?

Yes.
Yes.
not provided. Yes

Engine Skylight: Was coaming + hinged wood frame strongly constructed. Hinged opening fitted with hinged steel covers. Hinged, funnel + vents to E. & S. Pass. in good condition. Coal hatch on casing top 10' 9" x 5' 0", 22" wood covers, cleats 22" apart, battens + siders. ^{one} ~~San Francisco~~ ~~to tunnel~~.

Particulars of Flush Bunker Scuttles:— One port & one starboard abreast after midship house on Superstructure Deck with Bayonet joints ^{with} ~~but no~~ chain attachments.

Particulars of Companionways:—
 2nd crew space in Superstructure forward 6'0" x 8'6" x 8'9" high, of steel efficiently constructed 1 1/2" wood doors with 13" lifts. Doors operated from both sides. ~~Double 6" lifts~~ known to refit. 2nd forward tween decks 5'4"0" x 5'0" x 6'3" high of steel efficiently constructed, 1 1/2" double wood doors, with 9". 2nd aft tween decks 5'0" x 6'3" x 6'9" high of steel efficiently constructed, 1 1/2" double wood doors, with 8". 2nd crew space aft tween decks:— 4'0" x 5'6" x 6'0" high, of steel efficiently constructed, 1 1/2" double wood doors, with 6". All doors operated from both sides.

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

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

2. Holes, 1 T.O., 5 Holes 20" dia., coming 33x. 36.
2. " " " 20" " " 33x. 36. Shaped to Holes.
2. Long Vents - 2 Holes 9" dia. 33x. 25. coming.
2. 2. Dicks - 10. Holes 9", 4", 6" dia. 33x. 25. coming 30.

1. 6.2 $\frac{1}{2}$ S.W. sect. to same space aft. ✓

Don't lettings together, that is, according with rules
the plugs ^{and} to canvas covers produced.

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

Particulars of Air Pipes in exposed positions on freeboard, raised qua				
1 A.P.	2 1/2 dia.	4' High	✓	from fore peak.
1 A.P.	2 1/2 "	18 "	✓	No. 1 Tank.
2 A.P.	2 1/2 "	17 "	✓	No. 2 "

~~No~~ ^{and} ~~phlegm~~ ~~III~~ ~~Clavus~~ ~~Convers~~
produced.

5 A.P. 2 1/2 - led to ship side 16" below Superstructure 2x ~~no~~ ^{perforated plate} ~~valve~~ fitted. (from nos. 3 & 4 1 aft peak Tanks.)

Particulars of ~~Gangway~~ Cargo and Coaling Ports:—

One post & one starboard 4'0" x 3'0" with two strong backs, efficiently constructed.

The ash sheet on Charles side with W.F. cones in Bales casing above Superstine dual sheet.

Particulars of Scuppers and Sanitary Discharge Pipes:— Scuppers from Superstructure deck $1\frac{1}{2}$ 3" diam. led overboard 2' 9" below Superstructure D^{ck}. No valves fitted. Scuppers from 2nd D^{ck} 3" diam. all led to bulges. All discharges from Lavatories on Superstructure deck, to stern valve on ship's side 3' 6" below Superstructure D^{ck}. The 3" discharge from sink in staterooms on port side of 2nd D^{ck} forward led to Stern down valve on ship's side about 17" above 2nd D^{ck}.

Particulars of Side Scuttles:—

All side lights below Superstructure D^{ck} of substantial construction and fitted with hinged dead lights.

Particulars of Guard Rails:—

Bulwark from stem to aft end hoist hatch: 3' 3" high with 6" top rail 1 1/4" top support spaced 5' 6". Guard rails from aft end hoist hatch to stern: 3' 3" high with 9 rails with stanchions spaced 4' 6".

Particulars of Gangways, Lifelines, etc.:—

None.

Suitable provision is made for rigging lifelines available for use in any part of the vessel.

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	16 x 140 ✓	30 ✓	2 x 2 x 30 ✓	30" ✓	None	4' 6" x 2' 0" ✓	16 ✓	2' 3" per load D ^{ck} ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances				✓				
Deckhouses on Flush Deck Ships ...	28 ✓	26 ✓	3 x 3 x 30 ✓	33" ✓	16" at top ✓	4' 10" x 2' 0" ✓	18" ✓	2' 3" per load ✓

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

Poop Bulkhead	✓
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 ...	✓

Single door operated from both sides.

1/2" wood doors operated from both sides.

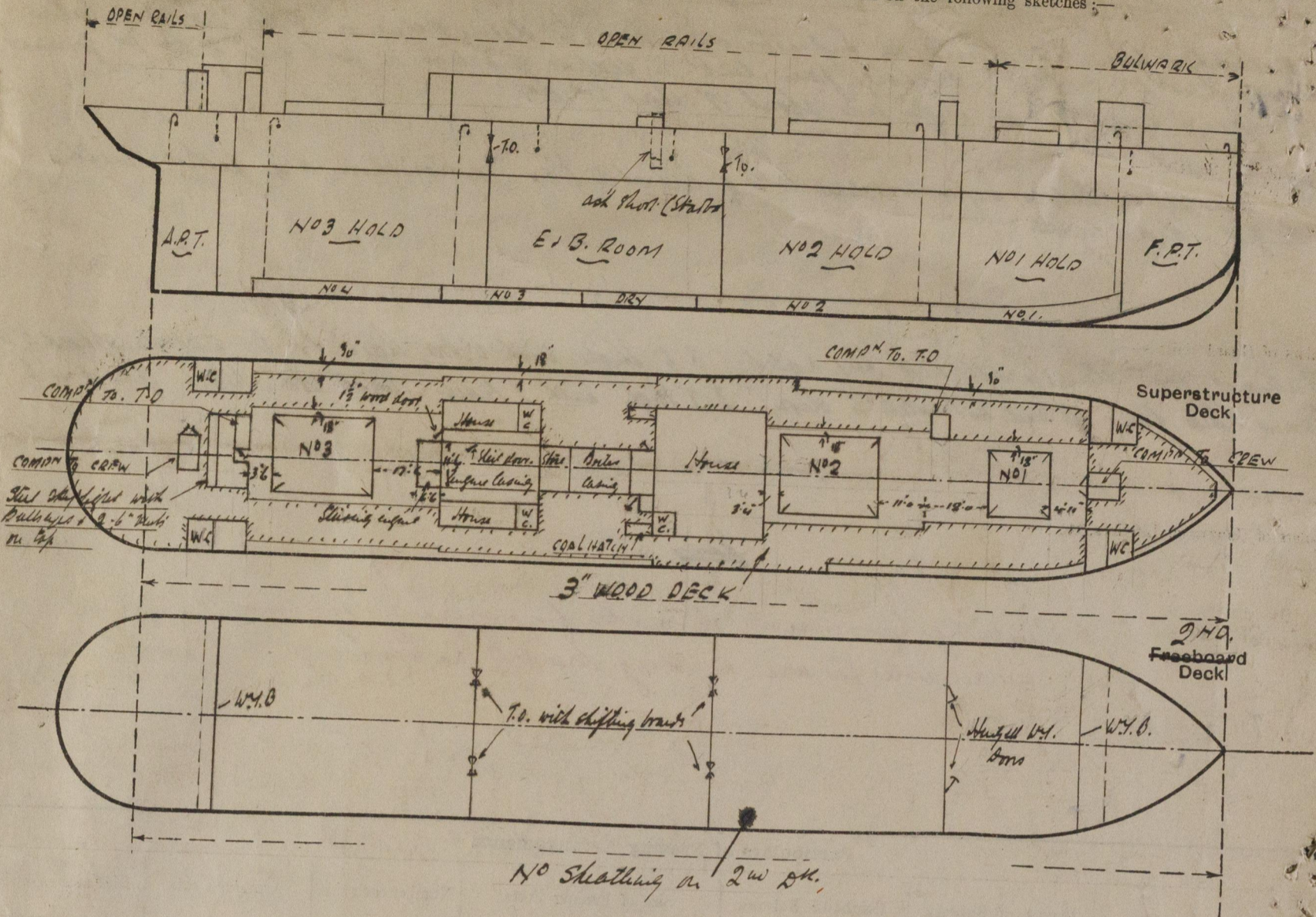


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, external and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:-



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

Visits usual trade:- Stealing out of St. John's, New foundland.
 A passages line to be assigned by the Board of Trade.
 The survey has been arranged in dry dock in connection with Special Survey No 2 & report of survey will be forwarded when the survey is completed.

This place and parts below.

Lat. Draught	Lat. Dispt	Tons per inch
21-7 1/2	4416 tons	22.55
21-0	4352	22.42
20-0	4289	22.16
19-0	4026	21.91

$$\begin{array}{r} 12 \\ 25.28 \\ 25.40 \\ 51.60 \\ 3.8 \\ \hline 105.6 \\ 4716 \\ 5772 \end{array}$$

$$38 \times 12 \times 23.20 = 1056$$

Final entry report & plans are returned herewith.

Builder's name and yard number: *Sher, Hunter & William Richardson, Newcastle. No 840*

Names of sister ships:

Owners:

Hudson's Bay Co.

Fee:

11 : 1 : 0

Received by me:

Expenses 10/-

S.M. 23.87
Real 10

23.97
21.00

$$2.37 \times 23 \times 12 = 654$$

$$4716$$

$$5370$$



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