

DWRECK SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. 29411
(For London Office only.)No. 100868

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Prop. Bridge & Forecastle deck.
(Type of Superstructures.)

Port of Survey Liverpool

Date of Survey August 1932

Name of Surveyor R. R. Kuthven

Particulars of Classification 100. A.1.
S.S. Liv. No. 2-29

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>"DRAMATIST"</u>	<u>British</u> <u>Liverpool</u>	<u>143695</u>	<u>5443</u>	<u>1920-12m.</u>

Moulded Dimensions: Length L.W.L. 409.3 Breadth 52.0 Depth 32.10 1/2
Moulded displacement at moulded draught = 85 per cent. of moulded depth Subst. on Back page tons
Coefficient of fineness for use with Tables .454

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>32.87</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(32.91 - 27.22) 3 = + 14.04</u>	Moulded Breadth (B) <u>52.0</u>
Stringer plate <u>.04</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>12.48</u>
Sheathing on exposed deck <u>3" on Prop. dx.</u>	If restricted by superstructures	Ship's Round of Beam = <u>16</u>
$T \left(\frac{L-S}{L} \right) =$		Difference <u>3.52</u>
Depth for Freeboard (D) = <u>32.91</u>		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{3.52}{4} \times .4453 = - .39$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	<u>36.62</u>	<u>36.62</u>	<u>7-11 1/2</u>	-	<u>36.62</u>	Standard Height of Superstructure <u>7.5</u>
" overhang	<u>.66</u>	<u>.33</u>	<u>13" curved</u>	-	<u>.33</u>	" " R.Q.D. <u>-</u>
R.Q.D. enclosed						Deduction for complete superstructure <u>42.00</u>
" overhang	<u>132.60</u>	<u>132.60</u>	<u>8-1</u>	-	<u>132.60</u>	Percentage covered $\frac{S}{L} =$ <u>55.94</u>
Bridge enclosed... ..	<u>138.46</u>	<u>4.36</u>			<u>4.36</u>	" " $\frac{S_1}{L} =$ <u>55.44</u>
" overhang aft	<u>.46</u>	<u>.45</u>			<u>.45</u>	" " $\frac{E}{L} =$ <u>55.44</u>
" overhang forward	<u>.91</u>	<u>.45</u>			<u>.45</u>	Percentage from Table, Line A.
Fore enclosed	<u>51.33</u>	<u>51.83</u>	<u>7-11 1/2</u>	-	<u>51.83</u>	(corrected for absence of forecastle (if required))
" overhang	<u>.59</u>	<u>.29</u>			<u>.29</u>	Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = <u>42 x .4147 = - 17.42</u>
" " forward						
Total	<u>228.52</u>	<u>226.48</u>			<u>226.48</u>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	<u>50.83</u>	1		<u>50.83</u>	<u>62</u>	<u>62.00</u>	1		<u>62.00</u>	Mean actual sheer aft = <u>12.00</u>
1/4 L from A.P.	<u>22.62</u>	4		<u>90.48</u>	<u>27</u>	<u>27.06</u>	4		<u>108.24</u>	Mean actual sheer forward = <u>12.00</u>
1/2 L "	<u>5.59</u>	2		<u>11.18</u>	<u>8.5</u>	<u>6.75</u>	2		<u>13.50</u>	Length of enclosed superstructure forward of amidships = <u>2.10</u>
Amidships		4					4			" " aft of " = <u>2.10</u>
3/4 L from F.P.	<u>11.18</u>	2		<u>23.36</u>	<u>16.5</u>	<u>13.45</u>	2		<u>26.90</u>	
1/4 L "	<u>45.24</u>	4		<u>180.96</u>	<u>54.5</u>	<u>53.92</u>	4		<u>215.68</u>	
F.P.	<u>101.66</u>	1		<u>101.66</u>	<u>124</u>	<u>124.00</u>	1		<u>124.00</u>	
Total				<u>457.47</u>					<u>550.32</u>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{92.85}{18} \left(.75 - \frac{2798}{226.48} \right) = - 2.43$

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 = 32.91
Summer freeboard = 6.25
Moulded draught (d) = 26.66

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.66 = 6 3/4

Addition for Winter North Atlantic Freeboard (if required)=

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ 12145
Tons per inch immersion at summer load water line

$T =$ 412.05

Deduction = $\frac{\Delta}{40 T}$ inches

= 7.22

= 7 1/4

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{754 + 68}{1.36} = \frac{1.474}{1.36}$

	+	-
Depth Correction	<u>14.04</u>	-
Deduction for superstructures	-	<u>14.42</u>
Sheer correction	-	<u>2.43</u>
Round of Beam correction	-	<u>.39</u>
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	<u>14.04</u>	<u>20.24</u>

Summer Freeboard = 74.93

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

Tropical Fresh Water Line above Centre of Disc	<u>14</u>
Fresh Water Line " "	<u>7 1/4</u>
Tropical Line " "	<u>6 3/4</u>
Winter Line below " "	<u>6 3/4</u>
Winter North Atlantic Line " "	<u>-</u>

Tropical Fresh Water Freeboard	<u>5' 1"</u>
Fresh Water " "	<u>5' 4 1/4"</u>
Tropical " "	<u>5' 8 1/4"</u>
Winter " "	<u>6' 9 1/4"</u>
Winter North Atlantic " "	<u>-</u>

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
UPPER DK → BRIDGE ← UPPER DK → DN FLE									
DK BRIDGE THIN DKS. DK.									
Description of Hatchway	1	2	3	4	5	3	1A.		
Dimensions of Hatchway	19.8x15-10	28.6x15-11	13.2x16-11	35.0x16-11	21.9x16-10	15.4x17-0	8.8x10-0		
COAMINGS	Height above Deck ... 30	as	30	as	as	19	22		
	Thickness { Sides ... .50	as	.40	as	as	.50	.44		
	Ends ...					.44	.44		
	Stiffeners ... 7x3x44/1A	7x3	7x3 B.G.	7x3	7x3	✓	✓		
	Brackets, Stays ... ✓					✓	✓		
HATCH BEAMS	Number ... 3	5	2	6	4	2	1		
	Spacing ... 4-11	4-9	4-4 1/2	5-0	4-4	5-1 1/2	4-4		
	Scantling and Sketch ... per	per	per	per	per	per	per		
	14 1/2 x .38	14 x .38	12 1/2 x .38	15 1/2 x .38	14 1/2 x .38	as	10 1/2 x .38		
	angles	angles	angles	angles	angles	as	angles		
	3 1/2 x 3 x .38	as	4 x 3 x .38	as	as	7x5	3 x 3 x .38		
	6 1/2 x 3 1/2 x .50 A	as	6 1/2 x 3 1/2 x .50 A	as	as	as	6 1/2 x 3 1/2 x .50 A		
	Bearing Surface ... 3 1/2						2 B.A. shd		
FORE AND AFTERS	Number ...								
	Spacing ...								
	Unsupported Lengths ...								
	Scantling* and Sketch ...								
	Bearing Surface ...								
HATCH COVERS	Material ... NW						W.T. Steel		
	Thickness ... 3						Cover .44		
	How fitted ... 3x2						in one piece		
	Bearing Surface ... 3						7/8 dia Bolts, 5' clss		
Spacing of Cleats	24						✓		
Number of Tarpaulins	3						✓		

*Are wood fore and afters steel shod at all bearing surfaces? ✓

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.

Locking bars fitted to No. 1 Hatchway at Lon. 5/1/42

Particulars of fiddley, funnel and ventilator coamings:—

Engine Room Skylights, Steel, Strong construction & efficient -
 Funnel & ventilator bearings are efficient -
 Steel hinged covers over fidley gratings with clips - ✓
 Coal Hatch over Saddle back on casing top 5'-0" x 18'-0". Bearing 8 x 3 B.C. w w covers 3" fitted 4th.
 Bearing 2 1/2" plates 24" apart. 1. Tarpaulin -

Particulars of Flush Bunker Scuttles:—

Zone.

Particulars of Companionways :—

Zone.

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

Particulars of Ventilators in exposed position on record and supporting structure.									
1 Vent on Felt dk, Boro. Ch	10	16x.32	To Peak of Roof	1 Vent on Bridge dx S.	9" dia, spanning	16x.32	To Eng. Store		
" " " " " " " " " "	P	10	" " " "	" " " " " " " " " "	Pys	9	" " " "	16x.32	Bridge Turn dxs
" " " " " " " " " "	Ch	22	36x.40	Holds & Turn dxs	" " " " " " " " " "	18	" " " "	36x.40	Turn dxs (under Bridge)
" " " " " " " " " "	Pys	18	26x.40	Felt Turn dxs	4 Vents " " " " " " " "	18	" " " "	48x.40	Holds & Turn dxs
3 Vents " upper dx & w d	"	18	48x.40	Holds & Turn dxs	1 Vent " " " " " " " "	Ch	12	48x.34	Shaft Tunnel.
2 " Bridge dx	"	18	26x.40	Turn dxs &c	1 " " " " " " " " " "	Pys	14	15x.36	Poop Turn dxs (passages)
2 " " " " " " " " " "	"	14	24x.36	Bunkers	2 M.T.Vs " " " " " "	"	12	12x.34	" " steering gear
					1 Vent " " " " " " " "	Ch	22	26x.40	Holds & Turn dxs

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

1-2 in on side of in box	17 high	to five pearls of pearls	1 - - - - - 12 " - 16 x 34 - Tunnel escape
1-3 - - - - - Pys.	17 -	" D. B. Tansie -	1 - - - - - 14 " - 12 x 36 - Laynet -
1-3 - - - - - upper of foot	26 -	" - - - - -	1 - - - - - 10 " - 10 x 32 - Steering gear spall -
1-3 - - - - -	32 -	" - - - - -	4 Vents - 7 " - 8 x 30 - St house worm
1-3 - - - - - Bridge of	24 -	" - - - - -	
2-2 1/2 - - - - -	24 -	" - - - - - plug	
2-2 1/2 - - - - -	24 -	" - - - - -	

wood plugs & canvas covers to all
Cowl Vent Coaming.

Particulars of Gangway Cargo and Coaling Ports:—

1 -	2 $\frac{1}{2}$	dia upper D. under bridge	Pts. 12" high	to D.B. Tanks.	-
1 -	2 $\frac{1}{2}$	" " " "	" 8 "	" " "	- ∇ plug
1 -	4'	" " " "	" 34 "	" Deep tank up inside Berries, west	-
3 -	3	" " " "	" 26 "	" D.B. Tanks	-
2 -	2	" Prop Dr	" 16 "	" aft peak tank	-

wood plugs fitted -

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Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary discharge pipes, fitted with storm valves about 18" above upper SK from spaces above upper SK.
 Scupper 12 " aft
 36 below " aft
 48 " Bridge
 42 " Bridge
 Tole & Prop Turn SKS
 Bridge Turn SKS
 Bridge SK.

Particulars of Side Scuttles:—

Side Scuttles in Forecastle, Poop & Bridge Turn SKS fitted with efficient deadlights.
 Lazarette below upper SK aft

Particulars of Guard Rails:—

On Poop and Tole SKS 42" high, 4 rails, Stanchions about 63" apart.
 Steel bulwark on Bridge 42" B.A. Stanchions. Portable rails ahead No. 3 Hatch. 4 rails.

Particulars of Gangways, Lifelines, etc.:—

Runs accommodation in Poop Turn SKS.
 Efficient lifelines & suitable supports fitted in Forward and after well on both sides 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 ...	100' 3"	4' 0"	42" x 16"	5	21 1/2 sq ft	20 sq ft ✓
Forward Well ...	82' 0"	4' 0"	42" x 16"	4	17	16 1/2 ✓

State position of each freeing port (E. and A. position and height above deck edge) // After Well:—
 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.

Steel hinged shutters & 1 horizontal rail
 ✓ opening with 2 horizontal rails. No shutters.

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 ...	.44	.38	6 1/2 x 3 1/2 x .44 A	30	✓	Scuttles 62 at SK 59 x 24	18	7-11 1/2
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ...	.30	.25	3 x 3 x .30	30	✓	5' 9" x 6' 7" 59 x 24	18	81
Bridge, Forward Bulkhead ...	.44	.44	10 x 3 1/2 B.A.	30	Knee T & B	✓	✓	81
Forecastle Bulkhead ...	.38	.30	3 x 3 x .38	33	Knee T & B at SK	70 x 42	18 1/2	7-11 1/2
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Vertical plating .30		5 1/2 x 3 1/2 B.A. on outside	53	attached to beam at top	57 x 24	18 1/2	8-11
Exposed Machinery Casings on Super-structure Decks ...	.38	.30	3 x 3 x .38	37	Knee at top	57 x 24 F104	19	7-10
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 ...	Wood doors, efficient, operated from both sides. Scuttles, no deadlights.
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ...	Wood doors, operated from both sides. ✓
Bridge, Forward Bulkhead ...	Openings. Rivet channels, Boards 2 1/2" thick full height. Double angles 4 1/2 x 3 1/2 B.A. supports bottom top & bottom to beam & coaming. (Portable)
Forecastle Bulkhead ...	✓ No openings
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Openings. Rivet channels. Boards 3" thick, full height.
Exposed Machinery Casings on Super-structure Decks ...	Double steel doors, operated from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	Double steel doors, operated from both sides (Fixed leg) ✓ Single hinged steel doors, fitted with clips on outside, local shutoff. ✓
Deckhouses on Flush Deck Ships ...	

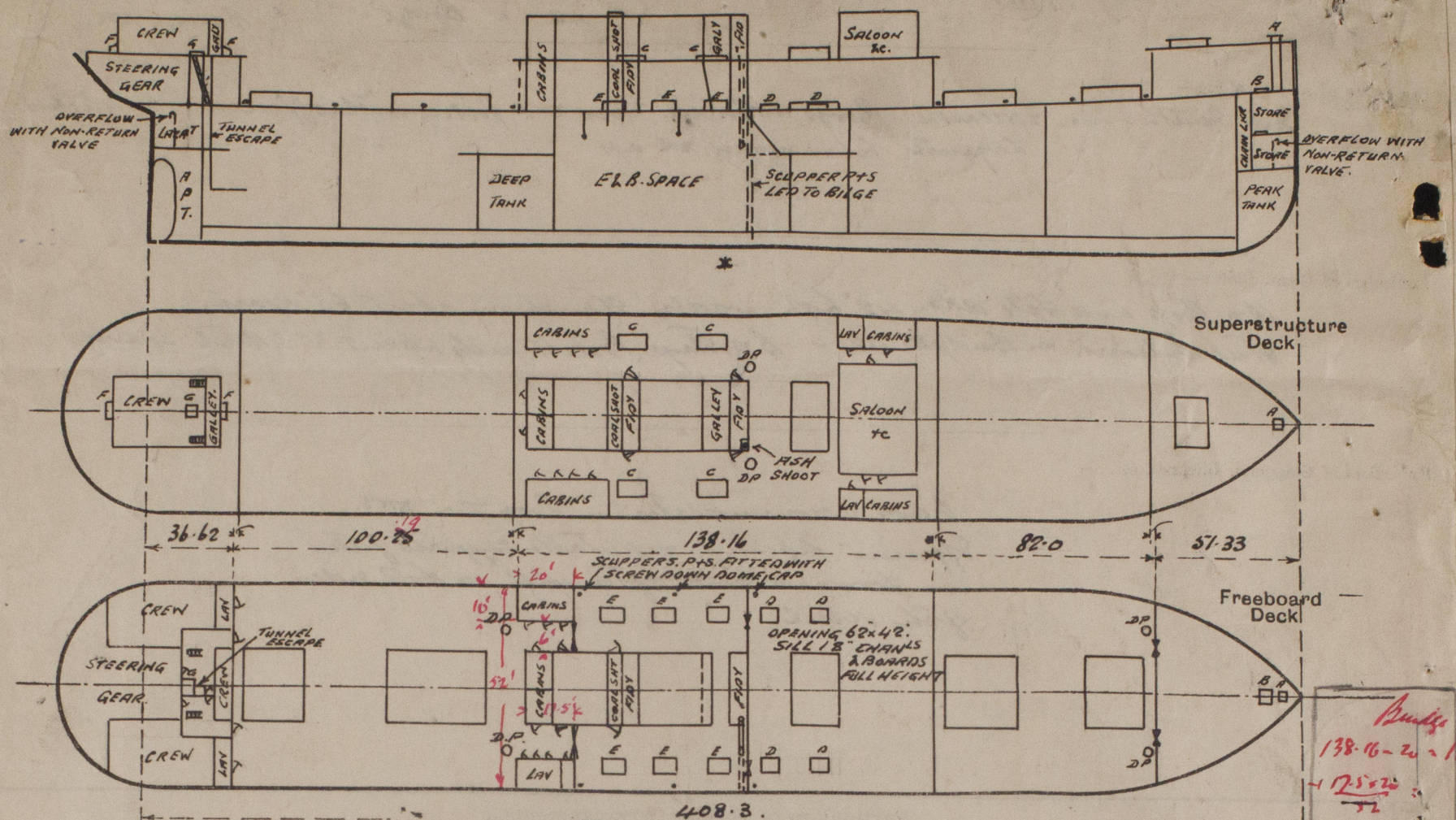


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the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



- A. Steel trunked hatch on side of 27x28 to Peak stores. Coaming 12x38 & Bolted Steel Cover 38 3/4 dia Bolts, 4 1/2 inches apart. ✓
- B. Hatch on upper 36x36 to Peak stores. Coaming 6 1/2 x 3 x 50 ft. Covers 2 1/2 fitted 7 ft. Bearing 2 1/2. Locking bar. ✓
- C. Coaling hatches, Bridge 6x8x54 Coaming 12x30 W.W. covers 2 1/2 fitted 7 ft. 4 inches apart. Bearing 2. Cheats 22 apart. 2 Tarpsaulins. ✓

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

- D. Trimming hatches, upper 6x8x4-8 Coaming 30x30 W.W. covers 2 1/2 fitted 7 ft. Bearing 2. Cheats 21 apart. 2 Tarpsaulins. ✓
- E. Skylights on Prop 52x22 Coaming 12x30. Wood top & flaps. Bulbous light in flaps and at sides in forward skylight. ✓
- G. Hatch inside prop 36x36 to layard 40x40. Coaming 16x30. W.W. covers 2 1/2 fitted 7 ft. Bearing 2 1/2. ✓

Tunnel escape in Prop 26x24 Steel trunk with hinged wood door operated from both sides. ✓

Ash shoot in forward trisley Starboard Hopper. (Casting) about 2-6 above Bridge 14" dia Steel plate discharge carried down to about 6-0 below upper deck at ship's side. Hinged steel cover with clips to Hopper. ✓

Survey when vessel afloat & in Dry Dock for Freeboard assignment only.

Draft	Displacement	Deadweight	Light draft
26-10	8340		9-6 1/2
26-0	7925		
25-0	7425		
24-0	6925		
23-0	6425		
		Displacement = 3750 tons	

Builder's name and yard number C. Connell & Co Ltd. Glasgow. No. 383.

Names of sister ships Actor, Architect, Auditor, Benefactor, Engineer, Governor.

Owners Charente, S.S. Co Ltd.

Fee £ 13 : 12 : 0

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