

Fulham II  
Rpt. C.11.  
34879  
Fulham III  
35202

B.T. COPY

15 JAN 1936  
Index. No. 34808  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

18991.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having *Painted Quarter II<sup>nd</sup>, Short Bridge, and Fuel.*

Port of Survey *Leith*

Date of Survey *while building*

Name of Surveyor *Ernest Bennett*

Particulars of Classification *+100 A1. WITH FREEBOARD*

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<b>FULHAM.</b>	<b>UK</b> <i>LONDON</i>	<i>164572</i> <i>1599</i>	<i>1599</i>	<b>1936</b>

Moulded Dimensions: Length *238.0* Breadth *38.1* Depth *18.6 (+4.36 RQD)*

Moulded displacement at moulded draught = 85 per cent. of moulded depth *3125* tons

Coefficient of fineness for use with Tables *7674*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>18.5</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(18.54 - 15.87) × 1.831 = +4.89</i>	Moulded Breadth (B) <i>38.08</i>
Stringer plate ... <i>.04</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>9.14</i>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>9.2</i>
Depth for Freeboard (D) = <i>18.54</i>		Difference = <i>.36</i>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <i><math>\frac{.36}{4} \times .231 = -.02</math></i>

### 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 ...	<i>145.0</i>	<i>145.0</i>	<i>4.25</i>		<i>145.0</i>
" overhang ...					
Bridge enclosed ...	<i>16.0</i>	<i>16.0</i>	<i>7.0</i>		<i>16.0</i>
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	<i>22.0</i>	<i>22.0</i>	<i>6.0</i>		<i>22.0</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>183.0</i>	<i>183.0</i>			<i>183.0</i>

Standard Height of Superstructure	<i>6.0</i>
" R.Q.D.	<i>3.92</i>
Deduction for complete superstructure	<i>29.8</i>
Percentage covered $\frac{S}{L} =$	<i>76.9</i>
" $\frac{S_1}{L} =$	<i>76.9</i>
" $\frac{E}{L} =$	<i>76.9</i>
Percentage from Table, Line A.	<i>71.49</i>
(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 = $29.8 \times 71.49 =$	<i>-21.30</i>

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>33.80</i>	<i>1</i>		<i>33.80</i>	<i>17.0</i>	<i>21.00</i>	<i>1</i>		<i>21.00</i>
$\frac{1}{4}$ L from A.P. ...	<i>15.04</i>	<i>4</i>		<i>60.16</i>	<i>7.5</i>	<i>9.35</i>	<i>4</i>		<i>37.40</i>
$\frac{3}{4}$ L " ...	<i>3.72</i>	<i>2</i>		<i>7.44</i>	<i>1.875</i>	<i>2.31</i>	<i>2</i>		<i>4.62</i>
Amidships ...		<i>4</i>					<i>4</i>		
$\frac{3}{4}$ L from F.P. ...	<i>7.44</i>	<i>2</i>		<i>14.88</i>	<i>5.5</i>	<i>5.50</i>	<i>2</i>		<i>11.00</i>
$\frac{1}{4}$ L " ...	<i>30.08</i>	<i>4</i>		<i>120.32</i>	<i>22.250</i>	<i>22.25</i>	<i>4</i>		<i>89.00</i>
F.P. ...	<i>67.60</i>	<i>1</i>		<i>67.60</i>	<i>50.0</i>	<i>50.00</i>	<i>1</i>		<i>50.00</i>
Total ...	<i>304.2</i>			<i>304.20</i>					<i>213.02</i>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) =$   *$\frac{91.18}{18} \left( .75 - \frac{38.45}{2 \times 238} \right) = +1.85$*

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

Mean actual sheer aft = *Deficient*

Mean standard sheer aft =

Mean actual sheer forward = *Deficient*

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

  " aft of " = *Sheers deficient.*

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line <i>(216-7 1/2)</i>	Correction for coefficient <i><math>\frac{767+68}{136} = \frac{1.447}{136}</math></i>
<i>Raised Quarter</i>	$\Delta =$ <i>3328</i>	
Depth to Freeboard Deck = <i>22.79</i>	Tons per inch immersion at summer load water line	
Summer freeboard = <i>6.27</i>	$T =$ <i>18.71</i>	
Moulded draught (d) = <i>16.52</i>	Deduction = $\frac{\Delta}{40T}$ inches	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>4.13 = 4 1/4</i>	= <i>4.45</i>	
Addition for Winter North Atlantic Freeboard (if required) = <i>6 1/4</i>	= <i>4 1/2</i>	

Depth Correction ...	<i>4.89</i>	
Deduction for superstructures ...	<i>-21.30</i>	
Sheer correction ...	<i>1.85</i>	
Round of Beam correction ...	<i>-0.02</i>	
Correction for Thickness of Deck amidships ...	<i>51.00</i>	
Other corrections, scantlings, etc. and <i>Summer moulded draught of 16-6 1/4</i>	<i>6.97</i>	
	<i>64.71</i>	<i>21.32</i>
		<i>+43.39</i>
		Summer Freeboard = <i>75.25</i>

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

Tropical Fresh Water Line above Centre of Disc ...	<i>8 3/4</i>	Tropical Fresh Water Freeboard ...	<i>5'-6 1/2"</i>
Fresh Water Line " " ...	<i>4 1/2</i>	Fresh Water " " ...	<i>5'-10 3/4"</i>
Tropical Line " " ...	<i>4 1/4</i>	Tropical " " ...	<i>5'-11"</i>
Winter Line below " " ...	<i>4 1/4</i>	Winter " " ...	<i>6'-7 1/2"</i>
Winter North Atlantic Line " " ...	<i>6 1/4</i>	Winter North Atlantic " " ...	<i>6'-9 1/2"</i>



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
4" Min D <sup>14</sup> R Q D <sup>14</sup>									
Description of Hatchway	...	...	...	N <sup>0</sup> 1	N <sup>0</sup> 2	N <sup>0</sup> 3			
Dimensions of Hatchway	...	...	...	48'-9" x 27'	41' x 27'	38'-3" x 27'			
<div>12 x 3 1/2 x 44</div> <div>COAMINGS</div> <div>1'-0" x 3'-6"</div> <div>HATCH BEAMS</div>	Height above Deck	...	...	4'-6"	4'-6"	4'-6"			
	Thickness	{	Sides	1/4"	1/4"	1/4"			
	Ends		1/4"	1/4"	1/4"				
	Stiffeners	...	...	10 x 3 1/2 x 44	10 x 3 1/2 x 44	10 x 3 1/2 x 44			
Brackets, Stays	...	...	9'-0" apart	9'-0" apart					
<div>7'-1 3/4"</div> <div>6'-10 5/16"</div> <div>6'-5 1/3"</div> <div>25 1/2" x 41</div> <div>21" x 39</div> <div>20 1/4" x 38</div> <div>6 x 3 1/2 x 48</div> <div>3"</div> <div>3"</div>	Number	...	...	7'-1 3/4"	5'	5'			
	Spacing	...	...	6'-10 5/16"	6'-5 1/3"				
	Scantling and Sketch	...	...						
	Bearing Surface	...	...	3"	3"	3"			
FORE AND AFTERS	Number	...	...						
	Spacing	...	...						
	Unsupported Lengths	...	...						
	Scantling* and Sketch	...	...						
HATCH COVERS	Material	...	...	WP	WP				
	Thickness	...	...	3"	3"				
	How fitted	...	...	four apt	four apt				
	Bearing Surface	...	...	6' x 3'	6' x 3'				
Spacing of Cleats	...	...	...	24"	24"				
Number of Tarpaulins	...	...	...	2	2				

\*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?

gls. clro ~~red~~ <sup>eight</sup> wige plates at each side of N-1 hatchman for  
specied lashings.

Particulars of fiddle, funnel and ventilator coamings:—The fiddle top is of steel, the openings have steel rod gratings, with hinged steel plate covers secured by metal clips.

The coal shoot opening, 4'-6" x 12'-6" has 2 1/2" angle coaming, 3" WP covers, 3" bearing surface, cleats 24" apart & 2 tarpaulins.

The skylight, and the funnel & ventilator coverings are efficient.

Particulars of Flush Bunker Scuttles:—

work

Particulars of Companionways :—

none

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

On Upper deck to hold:- Two 15" clear x 36", one @ 36" above deck, & one at 46" above waterline  
 " RQ deck to hold:- " " " x " , x 2'-6" / " " :  
 " " " to hold:- " 24" " x 40. x 3'-0' / " " :  
 " " " to Bunkers:- " 4" " main deck vents, 2'-6" above deck.

*All ventilator coverings & man neck vents are provided with wood flugs  
Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—*

on fore deck, to Upper Fore Peak Tank — one 2½ dia x 1-6" above deck.  
 " " " Lower " " " — " 4½" " x " "  
 " Upper " N°1 OB Tank — " 3½" " and one 3" dia each side, x 3-0" above D<sup>ck</sup>.  
 " RQ — " N°2 " " — Two 4½" " each side, x 3-0" above D<sup>ck</sup>.  
 " Bridge " Deck " — One 3½" " and one 1½" dia (round + air combined) x 1-6"  
 " RQ — " after peak " — one 3 " 2-6" above deck. " above D<sup>ck</sup>.

All air pipes are secured with wood plugs & have snifting holes, except combined air  
 Particulars of Gangway Cargo and Coaling Ports:— + sound which has metal cap.

none



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Particulars of Scupper and Sanitary Discharge Pipes —

Scuppers at RQD <sup>14</sup>	- Four each side, 6"x3", do not pass through deck.
" " Upper D <sup>14</sup>	- One " " " " " " " "
Bridge accommodation	- one 4" clear we discharge, passes through Upper D <sup>14</sup> Storm Valve at shell.
" " "	- 2" " passing " does not pass through Upper D <sup>14</sup> .
after " "	- Two " " " " " " " "
" " "	- one 4" " " " " " " " "
Storm Engine House	- one 2" " " " " " " " "
Particulars of Side Scuttles:	- one " " scupper, each side, " " " " " " " "

at Bridge rd:- Two @ 10" dia., P & S, have metal deadlights fitted.  
at R Q II<sup>a</sup> rd:- Three @ 10" " " " " "

On Focli's open rails: - 3'-0" high standards 4'-0" apart, chains 1'-6" apart.  
Solid plate bullwash elsewhere.

at forward well, gangways are fitted from ladders at Bridge and Foeli to N. 1 hatchway top, and life line from Bridge to Foeli.

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 ... ..	<i>in Bridge bulkheads</i>							
Bridge, After Bulkhead ... ..		.40 .30	6 x 3 x .36 3 1/2 x 3 x .30	27"	<i>lags at top</i>	<i>none</i>	✓	7'-0"
Bridge, Forward Bulkhead ... ..		.37 .33	7 x 3 x .36 L 6 x 3 x .32 L	26 1/2"	<i>lags top &amp; bottom none &amp; latrus hatch coaming</i>		✓	7'-0"
Forecastle Bulkhead ... ..	✓	.25	3 1/2 x 3 1/2 x .30	33" x 24"	<i>overlap Top &amp; bottom</i>	<i>4' x 3' (4'-8" x 2'-0") to house</i>	1'-6"	7'-0
Trunk, Aft ... ..	✓							
Trunk, Forward ... ..	✓							
Exposed Machinery Casings on Free board or Raised Quarter Decks ... ..	.32	.32	4 x 3 x .33	27" to 30"	<i>brackets top overlap bottom</i>	<i>4'-8" x 2'-0"</i>	1'-6"	3'-0" 7'-0"
Exposed Machinery Casings on Super- structure Decks ... ..	✓							
Machinery Casings within Superstruc- tures 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	...	...	...	✓
Bridge, After Bulkhead	...	...	...	✓
Bridge, Forward Bulkhead	...	...	...	✓
Forecastle Bulkhead	...	...	...	✓
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	...	...	...	✓
Deckhouses on Flush Deck Ships	...	...	...	✓

*No openings*

*Shifting boards in channels riveted full height. (Steel doors to houses) Can be manipulated both sides*

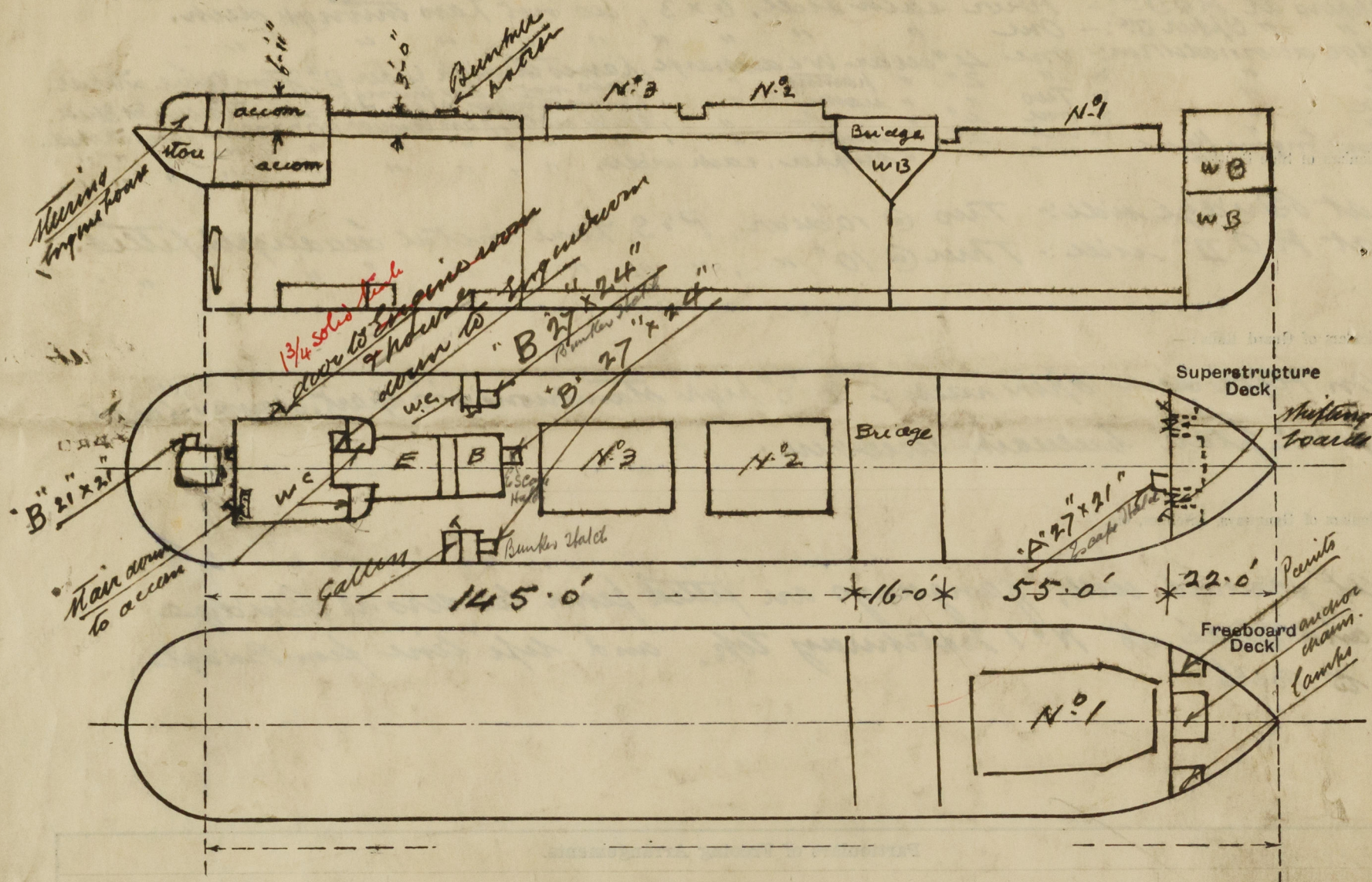
*Solid 1 1/2" thick <sup>plates</sup> can be manipulated from both sides. Steel doors to galley, stoking & scash hatches, can be manipulated from both sides.*

*Lloyd's Register Foundation*



Fulham

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:—

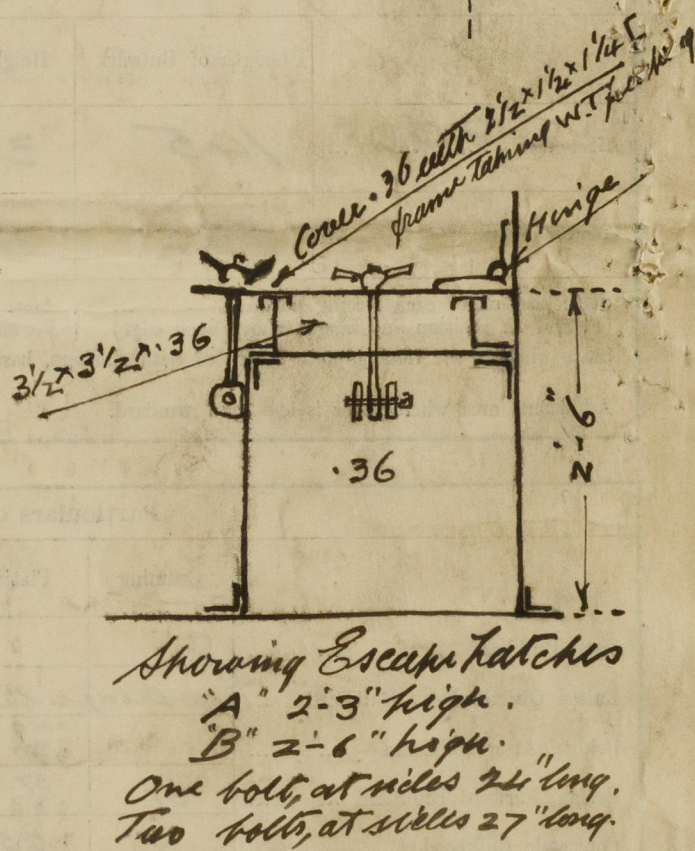


State any special features in the construction of the ship:—

There is a small thwartship water ballast tank below upper D<sup>2</sup> in way of Bridge.

The following plans are forwarded herewith:—  
Midship Section.  
Profile & deck plan.  
Plan each wing.

*[Handwritten signature]*



Builder's name and yard number *The Burntland SBC<sup>o</sup> Ltd* *N° 193.*

Names of sister ships *✓*

Owners *Fulham Borough Council*

Fee £ *11 : 0 : 0*

Received by me *[Signature]*

*To be charged with Fulham fees.*



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