

BT. C

002907-002915-0023 1/2

Reg. 9 attached

Shd No 51

31485

Index. No. (For London Office only.)

14 MAY 1932

Rpt. G.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>HULL</u>	
having <u>RAISED QUARTER DECK, BRIDGE & FORECASTLE</u>					Date of Survey <u>12th May 1932.</u>	
(Type of Superstructures)					Name of Surveyor <u>W. B. England</u>	
Ship's Name <u>EARLEIGH COMBE</u>		Nationality and Port of Registry <u>BRITISH ENGLAND</u>	Official Number <u>148277</u>	Gross Tonnage <u>486</u>	Date of Build <u>1924-12-10</u>	
Moulded Dimensions: Length <u>156.0</u> Breadth <u>25.5</u> Depth <u>12.0</u>					Particulars of Classification <u>T100 A.1.</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth					SS. C/P No 1-29	
Coefficient of fineness for use with Tables <u>.724</u>						

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<u>12.0</u>	(a) Where D is greater than Table depth		Moulded Breadth (B)	<u>25.5</u>
Stringer plate ...	<u>.36</u>	(D - Table depth) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<u>6.12</u>
Sheathing on exposed deck		(12.03 - 10.40) 1.200 = + 1.96		Ship's Round of Beam	<u>6.5</u>
$T \left(\frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed)		Difference	<u>.38</u>
		(Table depth - D) R =		Restricted to	
Depth for Freeboard (D) =	<u>12.03</u>	If restricted by superstructures		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	<u>.38</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					<u>86.50</u>
" overhang ...					<u>4.3</u>
R.Q.D. enclosed ...	<u>86.5</u>	<u>86.50</u>	<u>4.25</u>		<u>10.75</u>
" overhang ...					<u>7.0</u>
Bridge enclosed ...	<u>10.75</u>	<u>10.75</u>	<u>7.00</u>		<u>21.00</u>
" overhang aft ...					<u>6.75</u>
" overhang forward ...	<u>21.00</u>	<u>21.00</u>	<u>6.75</u>		<u>87</u>
F'cle enclosed ...	<u>22.75</u>	<u>21.00</u>	<u>6.75</u>		<u>119.12</u>
" overhang ...	<u>13.75</u>	<u>87</u>			
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<u>120.00</u>	<u>119.12</u>			<u>119.12</u>

Standard Height of Superstructure	<u>6.00</u>
" " R.Q.D.	<u>3.37</u>
Deduction for complete superstructure	<u>21.60</u>
Percentage covered $\frac{S}{L} =$	<u>76.92</u>
" " $\frac{S_1}{L} =$	<u>76.36</u>
" " $\frac{E}{L} =$	<u>76.36</u>
Percentage from Table, Line A.	<u>70.82</u>
(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 =	<u>70.82 x 21.60 = 15.30</u>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>25.60</u>	1		<u>25.60</u>	<u>30</u>	<u>40.56</u>	1		<u>25.60</u>
$\frac{1}{2}$ L from A.P. ...	<u>11.39</u>	4		<u>45.56</u>	<u>132</u>	<u>12.64</u>	4		<u>45.56</u>
$\frac{3}{4}$ L " ...	<u>2.81</u>	2		<u>5.62</u>	<u>4</u>	<u>3.16</u>	2		<u>5.62</u>
Amidships ...		4					4		
$\frac{3}{4}$ L from F.P. ...	<u>5.63</u>	2		<u>11.26</u>	<u>7</u>	<u>5.03</u>	2		<u>10.06</u>
$\frac{1}{2}$ L " ...	<u>22.78</u>	4		<u>91.12</u>	<u>21</u>	<u>20.14</u>	4		<u>80.56</u>
F.P. ...	<u>51.20</u>	1		<u>51.20</u>	<u>48</u>	<u>48.00</u>	1		<u>48.00</u>
Total ...				<u>230.36</u>					<u>215.40</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - S_1}{2L} \right) = \frac{14.96}{18} \left(\frac{75 - 3846}{2L} \right) = +.30$

If limited on account of midship superstructure.

Mean actual sheer aft = Essence

Mean standard sheer aft = 88

Mean actual sheer forward = Deficient

Mean standard sheer forward = 10.56

Length of enclosed superstructure forward of amidships = 12

" " aft of " = 50

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	Correction for coefficient $\frac{724 + .68}{1.36} = 1.404$
Depth to Freeboard Deck = <u>16.28</u>	$\Delta =$ <u>985</u>	Depth Correction ...
Summer freeboard = <u>4.56</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ...
Moulded draught (d) = <u>11.72</u>	T = <u>7.83</u>	Sheer correction ...
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>2.93</u>	Deduction = $\frac{\Delta}{40T}$ inches = <u>3.14</u>	Round of Beam correction ...
Addition for Winter North Atlantic Freeboard (if required) = <u>2</u>	<u>3 1/4</u>	Correction for Thickness of Deck amidships ...
		Other corrections, scantlings, etc. ...
		53.26 15.32 + 37.94
		Summer Freeboard = <u>54.81</u>

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

19 MAY 1932

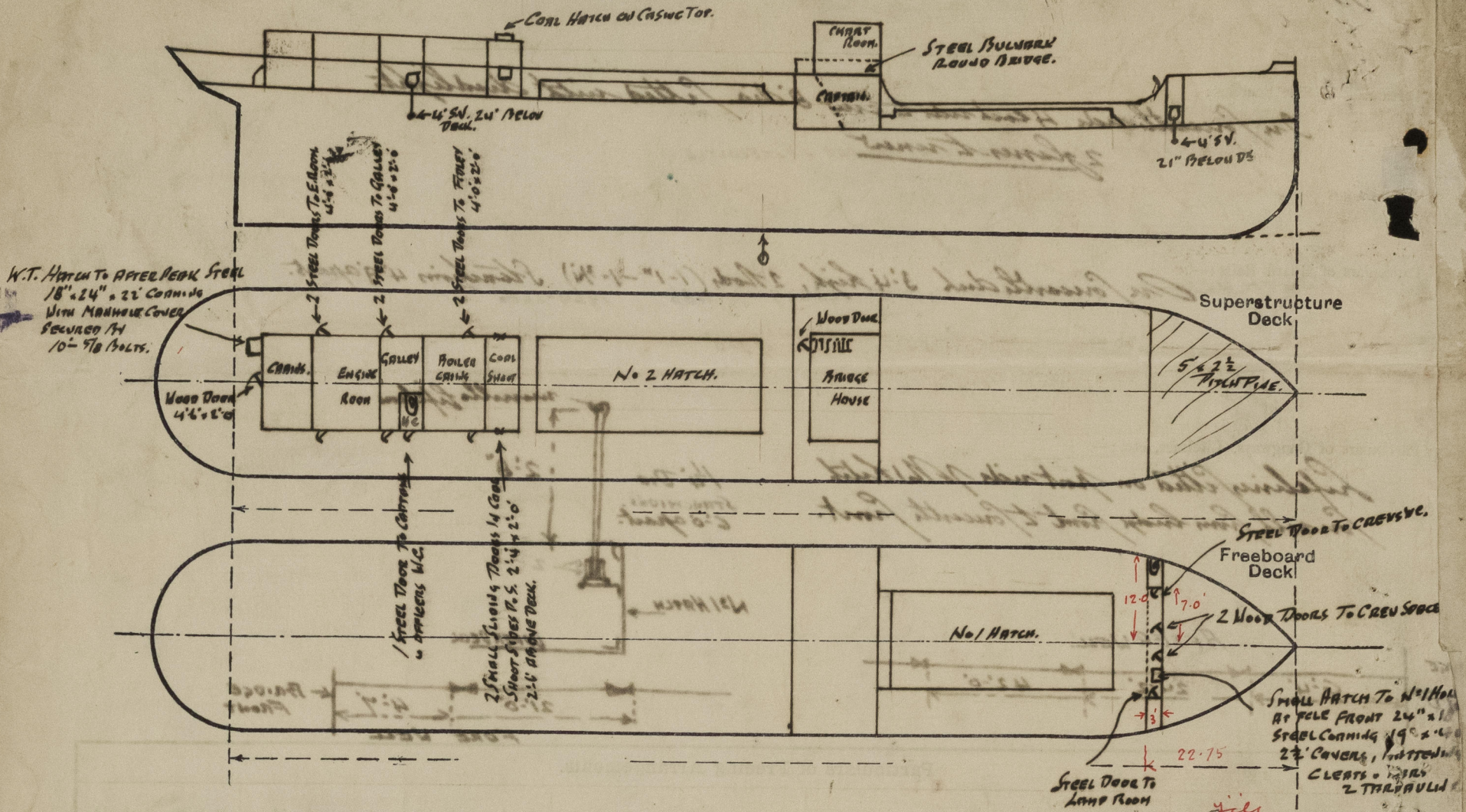
Tropical Fresh Water Line above Centre of Disc ...	<u>5</u>
Fresh Water Line " " ...	<u>3 1/4</u>
Tropical Line " " ...	<u>1 3/4</u>
Winter Line below " " ...	<u>3</u>
Winter North Atlantic Line " " ...	<u>3 1/4</u>

Tropical Fresh Water Freeboard ...	<u>4 1/4</u>
Fresh Water " " ...	<u>4 3/4</u>
Tropical " " ...	<u>4 1/2</u>
Winter " " ...	<u>4 1/4</u>
Winter North Atlantic " " ...	<u>4 1/4</u>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
UPPER DECK					RAISED QUARTER DECK				
Description of Hatchway			No 1 Hatch.		No 2 Hatch				
Dimensions of Hatchway			28'3" x 15'0"		24'5" x 15'0"				
COAMINGS	{	Height above Deck	39"		36"				
		Thickness	35"		37"				
		Sides	35"		37"				
		Ends	35"		37"				
Stiffeners		7 x 3 x 43 J		7 x 3 x 42 J					
Brackets, Stays		3 STAYS SIDES 7 x 40 L		2 STAYS 7 x 40 L					
HATCH BEAMS	{	Number	5		5				
		Spacing	4'3" x 3'40"		4'3" x 3'40"				
		Scantling and Sketch	3' x 3'40"		3' x 3'40"				
		Bearing Surface	3'		3'				
FORE AND AFTERS	{	Number	NONE.		NONE.				
		Spacing	NONE.		NONE.				
		Unsupported Lengths	NONE.		NONE.				
		Scantling* and Sketch	NONE.		NONE.				
Bearing Surface		NONE.		NONE.					
HATCH COVERS	{	Material	W.P.		W.P.				
		Thickness	2 1/2"		2 1/2"				
		How fitted	F. A.P.E.		F. A.P.E.				
		Bearing Surface	3'		3'				
Spacing of Cleats			24"		24"				
Number of Tarpaulins			3		3				
*Are wood fore and afters steel shod at all bearing surfaces? NONE.									
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.									

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:—



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

FORE PEAK STEEL HATCHES
10\"/>

65700 M 10 - 2 1/2
10 - 3 1/2
9 - 1
1 - 2 1/2
14 1/2 x 7.63 = 110
840
420
836
used 440 lbs
Owners plan

This vessel surveyed while lying in the Union Dry Dock at Hull.
OMIT

Builder's name and yard number. GOOLE. S. B. B. YARD No 255.

Names of sister ships.

Owners. RICHARD ENGLAND S.S. CO. LTD

Fee £ 5 : 2 : Received by me