

The Earl
Rpt. C.11.
34929

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24 APR 1936

Index. No. 34791
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 56918

Computation of Freeboard for Steamer, Sailing Ship, Tanker having <i>Poop. Raised Quarter deck & Bridge connected and Forecastle.</i>					Port of Survey <i>Glasgow.</i>
(Type of Superstructures.)					Date of Survey <i>Building</i>
Ship's Name <i>"THE PRESIDENT."</i>	Nationality and Port of Registry <i>BRITISH GLASGOW</i>	Official Number <i>164074</i>	Gross Tonnage <i>affine 900926</i>	Date of Build <i>1936</i>	Name of Surveyor <i>M. Macleod.</i>
Moulded Dimensions: Length <i>199'-6"</i> Breadth <i>32'-0"</i> Depth <i>14'-6"</i> Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>1620</i> tons Coefficient of fineness for use with Tables <i>1.720</i>					Particulars of Classification <i>+100 A1</i> <i>(Contemplated)</i>
Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth <i>14'-5"</i>		(a) Where D is greater than Table depth ²³ (D-Table depth) R = $(14.53 - 13.30) / 1.534$ = <i>+ 1.89"</i>		Moulded Breadth (B) <i>32'-0"</i>	
Stringer plate <i>.03</i>		(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>✓</i>		Standard Round of Beam = $\frac{B \times 12}{50} = \frac{32 \times 12}{50} = 7.68"$	
Sheathing on exposed deck T $\left(\frac{L-S}{L} \right) =$ <i>✓</i>		If restricted by superstructures <i>✓</i>		Ship's Round of Beam = <i>8"</i>	
Depth for Freeboard (D) = <i>14'-53</i>				Difference <i>Excess .32"</i>	
				Restricted to	
				Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.32}{4} \times .2249 = -.02"$	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<i>2'-4"33</i>	<i>2.33</i>	<i>4'-5"6"</i>		<i>2.33</i>
" overhang					
R.Q.D. enclosed	<i>113'-8"67</i>	<i>113.67</i>	<i>4'-0"</i>	<i>1</i>	<i>113.67</i>
" overhang	<i>10'38</i>				
Bridge enclosed	<i>9'-2"</i>	<i>10.38</i>	<i>7'-6"</i>	<i>✓</i>	<i>10.38</i>
" overhang aft					
" overhang forward	<i>25'-07</i>				
F'cle enclosed	<i>26'-6"</i>	<i>25.15</i>	<i>7'-3"</i>	<i>1</i>	<i>25.15</i>
" overhang	<i>3'-8"10</i>	<i>2.51</i>			<i>2.51</i>
Trunk aft	<i>5'-0"</i>				<i>55</i>
" forward					
Tonnage opening aft					
" forward					
Total	<i>156.55</i>	<i>154.00</i>			<i>154.00</i>

Standard Height of Superstructure	<i>6.00'</i>
" " R.Q.D.	<i>3.663'</i>
Deduction for complete superstructure	<i>25.95'</i>
Percentage covered $\frac{S}{L} =$	<i>78.48%</i>
" " $\frac{S_1}{L} =$	<i>77.20%</i>
" " $\frac{E}{L} =$	<i>77.20%</i>
Percentage from Table, Line A.	<i>71.86%</i>
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	<i>✓</i>
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction =	<i>25.95 × 71.86 = - 18.65'</i>

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	<i>29.95</i>	<i>1</i>	<i>29.95</i>	<i>33"</i>	<i>29.95</i>	<i>1</i>	<i>29.95</i>
$\frac{1}{2}$ L from A.P.	<i>13.33</i>	<i>4</i>	<i>53.32</i>	<i>14"</i>	<i>13.33</i>	<i>4</i>	<i>53.32</i>
$\frac{3}{8}$ L "	<i>3.295</i>	<i>2</i>	<i>6.59</i>	<i>3½"</i>	<i>3.295</i>	<i>2</i>	<i>6.59</i>
Amidships	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>0</i>	<i>✓</i>	<i>4</i>	<i>✓</i>
$\frac{3}{8}$ L from F.P.	<i>6.59</i>	<i>2</i>	<i>13.18</i>	<i>6½"</i>	<i>6.50</i>	<i>2</i>	<i>13.00</i>
$\frac{1}{2}$ L "	<i>26.66</i>	<i>4</i>	<i>106.64</i>	<i>26"</i>	<i>26.00</i>	<i>4</i>	<i>104.00</i>
F.P.	<i>59.90</i>	<i>1</i>	<i>59.90</i>	<i>60"</i>	<i>60.00</i>	<i>1</i>	<i>60.00</i>
Total			<i>269.58</i>				<i>266.86</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2.72}{18} \left(.75 - \frac{3924}{3576} \right) = +.05"$

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *18'-53*
Summer freeboard = *4'-58*
Moulded draught (d) = *13'-95*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *3.49 = 3½"*
Addition for Winter North Atlantic Freeboard (if required) = *3½ + 2 = 5½"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ *1880*
Tons per inch immersion at summer load water line
T = *12.5*

Deduction = $\frac{\Delta}{40 T}$ inches
= *3.76*
= *3¾"*

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction
Deduction for superstructures
Sheer correction
Round of Beam correction
Correction for Thickness of Deck amidships
Other corrections, scantlings, etc.

	+	-
Depth Correction	<i>1.89</i>	
Deduction for superstructures		<i>18.65</i>
Sheer correction	<i>.05</i>	
Round of Beam correction		<i>.02</i>
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.	<i>48.00</i>	
	<i>49.94</i>	<i>18.67</i>

Summer Freeboard = *54'-96*

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

Tropical Fresh Water Line above Centre of Disc	<i>7¼"</i>
Fresh Water Line " "	<i>3¾"</i>
Tropical Line " "	<i>3½"</i>
Winter Line below " "	<i>3½"</i>
Winter North Atlantic Line " "	<i>5½"</i>

Tropical Fresh Water Freeboard	<i>4'-7"</i>
Fresh Water " "	<i>3'-11¼"</i>
Tropical " "	<i>4'-3¼"</i>
Winter " "	<i>4'-3½"</i>
Winter North Atlantic " "	<i>4'-10½"</i>
	<i>5'-0½"</i>

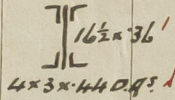
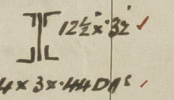
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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway			N ^o 1..	N ^o 2						
Dimensions of Hatchway			UPPER DECK	R.Q.DK						
COAMINGS	Height above Deck ...		37'6" x 18'	42'2" x 18'						
	Thickness ...	Sides	3' 4 1/2"	3' 3"						
	Thickness ...	Ends	4 1/4"	4 1/4"						
	Stiffeners ...		none	7 x 3 x 40 B.A. afters						
	Brackets, Stays ...		12 x 5 B.P. 4 off	12 x 50 B.A. only 4 off						
HATCH BEAMS	Number ...		6	5 7/8						
	Spacing ...		5' 4 7/8"	5' 3 7/8"						
	Scantling and Sketch ...									
			4 x 3 x 44 D.B.	4 x 3 x 44 D.B.						
	Bearing Surface ...		4"	4"						
FORE AND AFTERS	Number ...									
	Spacing ...									
	Unsupported Lengths ...		NIL	NIL						
	Scantling* and Sketch ...									
	Bearing Surface ...									
HATCH COVERS	Material ...		Battis pine	do:						
	Thickness ...		2 5/8"	do:						
	How fitted ...		3 x A	do:						
	Bearing Surface ...		4"	do:						
Spacing of Cleats			24"	24"						
Number of Tarpaulins			2	2						
*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.							

Particulars of fiddle, funnel and ventilator coamings:—

Stokehold openings covered by strong steel hinged covers.
Funnel & Ventilator coamings in efficient condition.
Engine room skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

none.

Particulars of Companionways:—

none.

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

R.Q.DK. one 12" vent from Hold. Coaming 36" x 34"
F.C.DK. one 12" " " " 36" x 34"
" " four 6" " " new quarters. " 36" x 30"

All ventilators constructed in accordance with Rules and coamings closed with wood plugs and canvas covers.

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

R.Q.DK. Two W.B. air pipes led to aft peak tank 30" x 2 1/2"
Two " " " " Reserve feed " 30" x 2 1/2"
Two " " " " No 2. W.B. tank 30" x 2 1/2"
upper dk. Two " " " " No 1 " " 36" x 3 1/2"
lower dk. One " " " " Fore peak " 18" x 3 1/2"
all air pipes fitted with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

none.



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Particulars of Scuppers and Sanitary Discharge Pipes:—

Soil pipes fitted below freeboard deck, with storm valves on ships side.
Scuppers "fitted" with "brass" " " from crew quarters in fore-castle
"fitted" with "brass screwed cover on inner end. (No storm valves.)

Particulars of Side Scuttles:—

All side scuttles on ships side of substantial construction, fitted with deadlights.

Particulars of Guard Rails:—

Fore Deck:— Rails & Stanchions - Two rails. Stanchions 3'0" high, spaced 4'6" apart.
Well & Raised Deck:— Steel bulwarks 26 thick. Efficiently supported by stanchions, 5'6" apart.
3'9" high.
Poop:— Rails & Stanchions. Two rails. Stanchions 3'3" high, spaced 4'6" apart.

Particulars of Gangways, Lifelines, etc.:—

Wood Gangway in Fore Well, on top of Hatchway, fitted with lifeline on Stanchions 6ft apart. 2'6" above top of Hatch.

Suitable provision made for rigging life line in any part of the ship which may be used by the crew in the general working thereof.

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	113' 8"	3' 9"	9' 0" x 9"	4	27 sq ft	23. ^{2.73}
Forward Well	47' 10"	3' 9"	10 9' 6" x 9" 10 9' 0" x 9"	2	13.87 sq ft	11.5.

State position of each freeing port } After Well:— Aft of Bridge to fore end of port 5' 30' 6" 60' 5' 95' ft. - 6 1/2" above dk.
(F. and A. position and height above deck edge) } Forward Well:— fore end of Bridge to aft " " 9' & 29' - 12" " " "

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— nil.

Additional area where sheer is less than standard. ✓

Particulars of Superstructures, Trunks, Casings, Deckhouses.

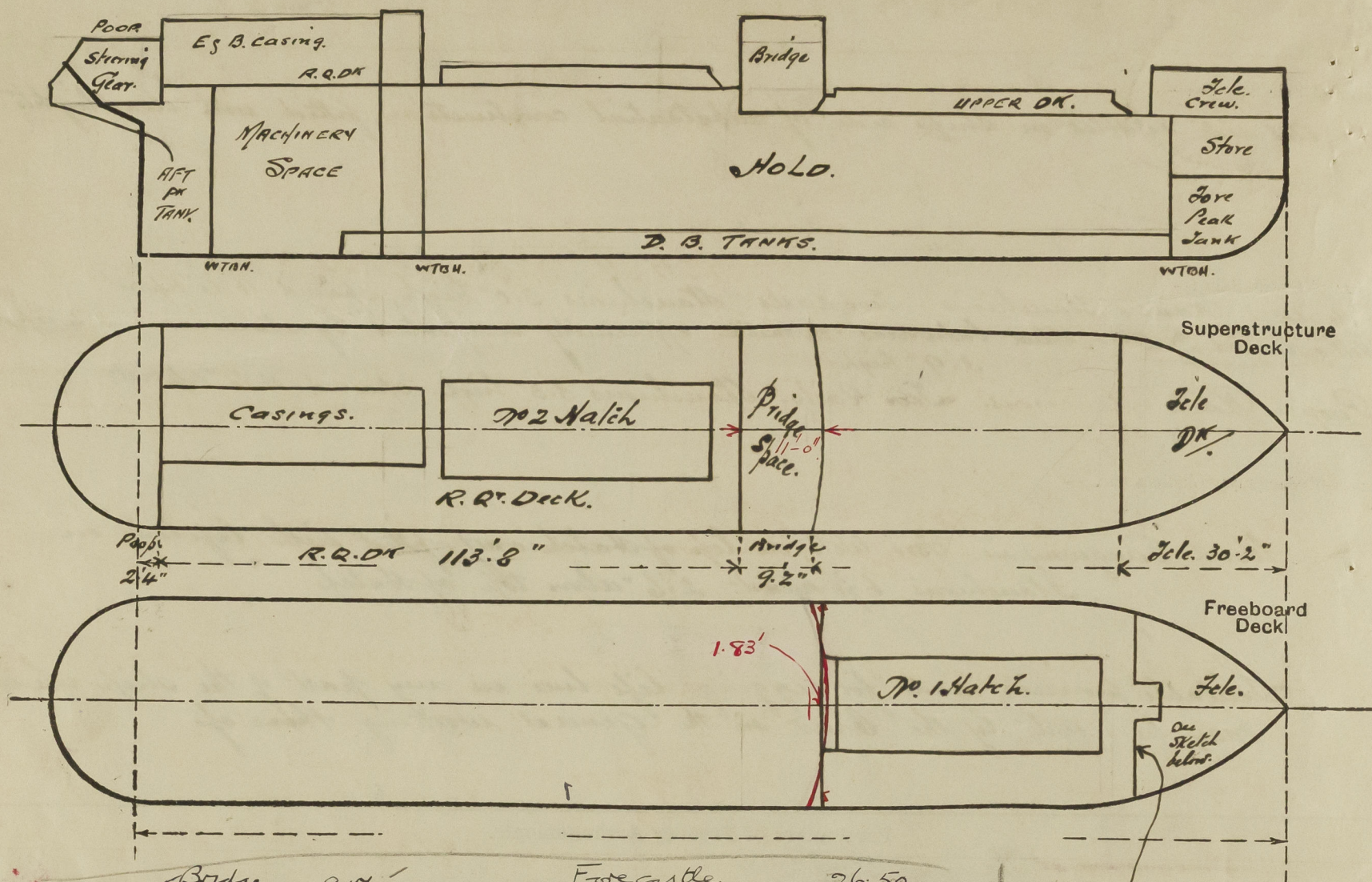
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	30	30	3 x 3 x 30 A.	28"	✓	none	✓	✓
Raised Quarter Deck Bulkhead	✓							
Bridge, After Bulkhead	30	30	7 x 3 x 34 BA. in way of depth of 4 x 3 x 30 A. closure 27"	27"	Brackets	none	✓	✓
Bridge, Forward Bulkhead	30	30	7 x 3 x 34 BA.	30"	---	none	✓	✓
Fore-castle Bulkhead	34	34	3 1/2 x 2 1/2 x 29	24"	✓	6' 0" at cr. } in alleyway 5' 6" x 2' 1/2"	✓	see sketch
Trunk, Aft	✓						12"	"
Trunk, Forward	✓							
Exposed Machinery Casings on Free-board or Raised Quarter Decks	34	30	3 1/2 x 2 1/2 x 36 A.	30"	✓	4' 9" x 2' 0"	18"	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	✓	No openings
Raised Quarter Deck Bulkhead	✓	No openings
Bridge, After Bulkhead	✓	No openings
Bridge, Forward Bulkhead	✓	No openings
Fore-castle Bulkhead	Two solid wood doors 2" thick, to crew quarters, manipulated from both sides.	
Exposed Machinery Casings on Free-board or Raised Quarter Decks	Steel hinged doors to E.R.B. manipulated from both sides.	
Exposed Machinery Casings on Super-structure Decks	✓	
Machinery Casings within Superstruc-tures not fitted with Class I Closing Appliances	✓	
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 shewn on the following sketches:—



Bridge 9.17
 $\frac{2}{3} \times 1.83$ + 1.21 = 10.38 equs
 Forecastle 26.50
 Recess $\frac{6}{16} \times 6.00$ = 27.33
 - 1.25.43 = 25.45.07 equs.
 O. H. = $\frac{30.17}{25.45.07} = 5.02.10$

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

Particulars supplied by Builder:—

Full displ. at 1' 0" above S. M. Draft = 2033 tons.
 " " at 1' 0" below " " = 1432 tons.

Approved Midship Section, Profile & Deck Plans forwarded for reference.

Freeboard request form sent with Preliminary Freeboard
 Glasgow Report No. 56454.
 & London letter M. 20/12/35.

Builder's name and yard number Ailsa Shipbuilding Co. Ltd. No. 421.

Names of sister ships

Owners Messrs. J. Hay & Sons, Ltd. Glasgow.

Fee £ 8 0 0.

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