

James Bay
Rpt. C.11.

B.T. COPY WRITTEN

Index. No. 30307
(For London Office only.)
17 SEP 1932

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Forecastle and Bridge
(Type of Superstructures.) + Bgt. 12/9/34

Ship's Name LARGE BAY	Nationality and Port of Registry British London	Official Number 137225	Gross Tonnage 14182	Date of Build 1921-12
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Moulded Dimensions: Length 524.33 Breadth 68.0 Depth 43.5
Moulded displacement at moulded draught = 85 per cent. of moulded depth 29540 tons
Coefficient of fineness for use with Tables .776

Port of Survey London
Date of Survey 14th & 15th Sept. 1932
Name of Surveyor J. Allan
Particulars of Classification +100 A1 Shell
deck with freeboard 5.32
S.S. No. 2.291

Depth for Freeboard (D) Moulded depth <u>43.50</u> Ringer plate <u>.08</u> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) = .25 \times 4635 = .12$ Depth for Freeboard (D) = <u>43.70</u>	Depth correction (a) Where D is greater than Table depth (D-Table depth) R = $(43.70 - 35.30)3 = + 25.20$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>—</u> If restricted by superstructures <u>—</u>	Round of Beam correction Moulded Breadth (B) <u>68.00</u> Standard Round of Beam = $\frac{B \times 12}{50} = 16.32$ Ship's Round of Beam = <u>6</u> Difference <u>Deficient 10.32</u> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{10.32}{4} \times \left(1 - \frac{51.84}{524.33} \right) = 2.48$
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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 ...	<u>205.33</u>	<u>205.33</u>	<u>8'-0"</u>		<u>205.33</u>
„ overhang aft ...					
„ overhang forward ...					
F'cle enclosed ...	<u>62.15</u>	<u>62.15</u>	<u>8'-0"</u>		<u>62.15</u>
„ overhang ...	<u>13.85</u>	<u>6.92</u>			<u>6.92</u>
Trunk aft ...	✓				
„ forward ...	✓				
Tonnage opening aft ...	✓				
„ „ forward ...	✓				
Total ...	<u>281.33</u>	<u>274.40</u>			<u>274.40</u>

Standard Height of Superstructure 7.50
„ „ R.Q.D. ✓
Deduction for complete superstructure 42.00
Percentage covered $\frac{S}{L} = 53.15$
„ „ $\frac{S_1}{L} = 51.84$
„ „ $\frac{E}{L} = 51.84$
Percentage from Table, Line A. —
(corrected for absence of forecastle (if required)) —
Percentage from Table, Line B. 37.84
(corrected for absence of forecastle (if required)) —
Interpolation for bridge less than 2L (if required) —
Deduction = 42.00 x .3784 = 15.90

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>62.93</u>	1	<u>62.93</u>	<u>60.00</u>	<u>60.00</u>	1	<u>60.00</u>
$\frac{1}{4}$ L from A.P. ...	<u>28.00</u>	4	<u>112.00</u>	<u>27.65</u>	<u>27.65</u>	4	<u>110.60</u>
$\frac{2}{4}$ L „ ...	<u>6.92</u>	2	<u>13.84</u>	<u>6.91</u>	<u>6.91</u>	2	<u>13.82</u>
Amidships ...	<u>—</u>	4	<u>—</u>	✓	<u>—</u>	4	<u>—</u>
$\frac{3}{4}$ L from F.P. ...	<u>13.84</u>	2	<u>27.68</u>	<u>13.03</u>	<u>13.03</u>	2	<u>26.06</u>
$\frac{1}{4}$ L „ ...	<u>56.00</u>	4	<u>224.00</u>	<u>52.14</u>	<u>52.14</u>	4	<u>208.56</u>
F.P. ...	<u>125.86</u>	1	<u>125.86</u>	<u>120.00</u>	<u>120.00</u>	1	<u>120.00</u>
Total ...			<u>566.31</u>				<u>539.04</u>

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 „ = ✓

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \text{Deficient. } \frac{27.27}{18} (.75 - .2657) = + .73$

If limited on account of midship superstructure.

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

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

Depth to Freeboard Deck = 43.58
Summer freeboard = 10.69
Moulded draught (d) = 32.89

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 8.22 = 8 $\frac{1}{4}$
Addition for Winter North Atlantic Freeboard (if required) = —

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 26030$

Tons per inch immersion at summer load water line

T = 73.4

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

= 8.87

8 $\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{776 + 68}{1.36} = \frac{1.486}{1.36}$

	+	-
Depth Correction ...	<u>25.20</u>	<u>—</u>
Deduction for superstructures ...	<u>—</u>	<u>15.90</u>
Sheer correction ...	<u>.73</u>	<u>—</u>
Round of Beam correction ...	<u>1.24</u>	<u>—</u>
Correction for Thickness of Deck amidships ...	<u>—</u>	<u>1.44</u>
Other corrections, scantlings, etc. ...	<u>—</u>	<u>—</u>
	<u>27.17</u>	<u>17.34</u>

Summer Freeboard = 128.35

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

Tropical Fresh Water Line above Centre of Disc ... 17
Fresh Water Line „ „ ... 8 $\frac{3}{4}$
Tropical Line „ „ ... 8 $\frac{3}{4}$
Winter Line below „ „ ... 8 $\frac{3}{4}$
Winter North Atlantic Line „ „ ... —

Tropical Fresh Water Freeboard ... 10-8 $\frac{1}{4}$
Fresh Water „ „ ... 9-3 $\frac{1}{4}$
Tropical „ „ ... 9-11 $\frac{1}{2}$
Winter „ „ ... 10-0
Winter North Atlantic „ „ ... 11-4 $\frac{1}{2}$

21 SEP 1932

5m. 3.32

a summer line to be marked

RECEIVED 26 MAY 1939

MARKING FORM
16 NOV 1934
RECEIVED

MARKING FORM
14 OCT 1932
RECEIVED

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Fo'c'sle. Freeboard. Bridge. Boat. ← Freeboard deck → Boat-deck									
Description of Hatchway	1	2	3	4	5	6	1	Bunker Hatch	
Dimensions of Hatchway	18'x15'9"	3A'8"x18'4"	27'x15'9"	24'x15'9"	24'x15'9"	24'x15'9"	18'x15'9"	18'5"x9'10"	
COAMINGS	Height above Deck	30"	30"	30"	30"	30"	15"	30"	
	Thickness	AA	50	AA	AA	AA	AA	AA	
	Sides	AA	AA	AA	AA	AA	AA	AA	
	Stiffeners	9" B.A.	9" B.A.	9" B.A.	9" B.A.	9" B.A.	9" B.A.	7" B.A.	
HATCH BEAMS	Brackets, Stays	1 @ 2" dia	3 @ 2"	Nil	2 @ 2"	2 @ 2"	2 @ 2"	Nil	
	Number	3	6	4	3	3	3	1	
	Spacing	4'6"	4'11"	5'3"	6'0"	6'0"	6'0"	4'6"	
	Scantling and Sketch	13"x33	16"x36	11½"x31	12"x32	12"x32	12"x32	12½"x34	
FORE AND AFTERS	Bearing Surface	3½"x3"x42	4"x3"x44	3½"x3"x42	3½"x3"x42	3½"x3"x42	3½"x3"x42	4"x3"x44	
	Number			Trunked to	Trunked to			Trunked to	
	Spacing			Freeboard deck	Freeboard deck			Freeboard deck	
	Unsupported Lengths								
HATCH COVERS	Scantling* and Sketch								
	Bearing Surface								
	Material	WP.	WP.	WP.	WP.	WP.	WP.	WP.	
	Thickness	3"	3"	3"	3"	3"	3"	3"	
Spacing of Cleats	How fitted	F+A	F+A	F+A	F+A	F+A	F+A	F+A	
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	
	Number of Tarpaulins	24	24	24	24	24	24	24	
		3	3	3	3	3	3	3	

*Are wood fore and afters steel shod at all bearing surfaces? ☒ Yes.
 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.

One section of grating covers.
 All grating covers.
 Half hatchway grating covers.

LOCKING BARS NOT FULFILLED. 2-6 FODDK.

Particulars of fiddle, funnel and ventilator coamings:—

no exposed fiddle gratings.
 Fiddle, funnel & vent coamings, skylights & strongly constructed & in efficient condition.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways:—

Freeboard deck. 2 steel doors 5'8"x24" sill 6" operated both sides.
 1 wood 5'6"x21" " 9" " " "
 1 W.T. steel 4'6"x24" " 3" " " "
 1 wood 5'10"x24" " 7" " " "
 2 double 5'9"x48" " 7" " " "
 2 " 5'7"x39" " 8" " " "
 2 " 5'4"x50" " 12" " " "
 1 " steel 4'8"x24" " 12" " " "

Bridge deck. 4 wood doors 5'6"x27" sill 8" operated both sides.
 2 double 5'6"x56" " 7" " " "
 1 steel 5'9"x30" " 6" " outside only.
 2 wood 5'4"x24" " 10" " both sides.

Boat deck.
 2 double wood doors 5'9"x48" sill 12" operated both sides.
 2 " 6'0"x27" " 6" " " "
 2 steel 5'8"x24" " 6" " " "

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

On Fo'c'sle deck. 2 vents 12" dia. coamings 36"x34" to C deck.
 2 " 12" " 36"x34" " C "
 8 " 24" " 36"x36" holds.
 1 " 6" " 36"x34" C deck.
 3 " 12" " 36"x34" C "
 2 " 20" " 36"x36" holds.

all vents fitted with wood plugs & canvas covers.

Freeboard deck. 2 S.N.V. 5" dia. 2'8" high to C deck.
 6 vents 24" dia. coamings 36"x36" to holds.
 1 " 6" " 36"x32" C deck.
 1 " 6" " 36"x32" C "
 2 " 22" " 36"x36" holds.
 7 " 5" " 36"x32" C deck.
 1 " 12" " 36"x34" C deck.
 3 " 24" " 36"x36" holds.
 1 " 12" " 36"x34" C deck.
 1 " 6" " 36"x34" C deck.
 4 " 15" " 36"x32" C "
 6 " 9" " 36"x34" C "

Bridge deck. 26 C.I. air pipes 4" dia. 24" high to P.B. tanks.
 3 " 6" " 16" " " "
 4 " 2" " 24" " " "

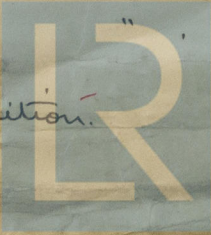
all air pipes to oil fuel tanks fitted with two valves, remainder have means of closing.
 efficient

Particulars of Gangway Cargo and Coaling Ports:—

4 W.T. doors P. & S. 5'7"x3'3" between freeboard & C' decks.
 1 " 6'2"x5'0" " " " "
 1 oil filling door 2'2"x1'5" " " " "
 6 coal doors 2'11"x2'8" " " " "
 1 galley door, port 5'0"x3'0" " " " "
 1 stores " 3'0"x2'6" " " " "

Bridge & freeboard decks.

all doors strongly constructed & in efficient condition.



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Largs Bay

Particulars of Scuppers and Sanitary Discharge Pipes:—

All scuppers from enclosed spaces on freeboard deck, through ship's side with storm valves & wood plugs inner ends.
 " " " spaces below freeboard deck, through ship's side with storm valves geared above freeboard deck.
 All sanitary discharges through ship's side below freeboard deck, with storm valves & efficient traps at inner ends.

Particulars of Side Scuttles:—

All Forecastle scuttles fitted with strong hinged deadlights.
 Bridge space scuttles not fitted with hinged or portable deadlights.
 All scuttles below freeboard deck fitted with strong hinged deadlights.

Particulars of Guard Rails:—

Forecastle deck rails 3'6" high with 4 rods & stanchions about 5'0" apart.
 Freeboard " " 3'6" " " 5 " " " 4'6" "
 Bridge " " 3'6" " " 5 " " " 5'6" "

Particulars of Gangways, Lifelines, etc.:—

~~No special arrangements.~~

Suitable provision made for rigging lifelines at fore & aft ends of vessel on both sides

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	See Sketch.	Open rails in way of hatch.				
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 ...	32	30	4½" x 3" x 36 L	32"	Bkts.	5'6" x 39"	6"	8.0
Bridge, Forward Bulkhead ...	44	40	9" x 3½" x 64 L (Protected at centre by original deckhouse)	32"	Lugs	5'7" x 39"	8"	8.0
Forecastle Bulkhead ...	34	34	3½" flange	30"	none	5'8" x 24"	6"	8.0
Trunk, Aft ...	✓							
Trunk, Forward ...	✓							
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 ...	38	30	3½" x 3" x 36	31"	Continuous	5'9" x 25"	7"	8.0
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 ...	4 double hinged wood doors operated both sides. 2 hinged steel doors operated both sides. 1 hinged wood door operated both sides.
Bridge, Forward Bulkhead ...	2 hinged steel storm doors operated outside only.
Forecastle Bulkhead ...	4 hinged steel doors operated both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	" " wood " " " " "
Exposed Machinery Casings on Superstructure Decks ...	2 hinged steel doors operated both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	1 hinged steel door operated both sides.
Deckhouses on Flush Deck Ships ...	✓



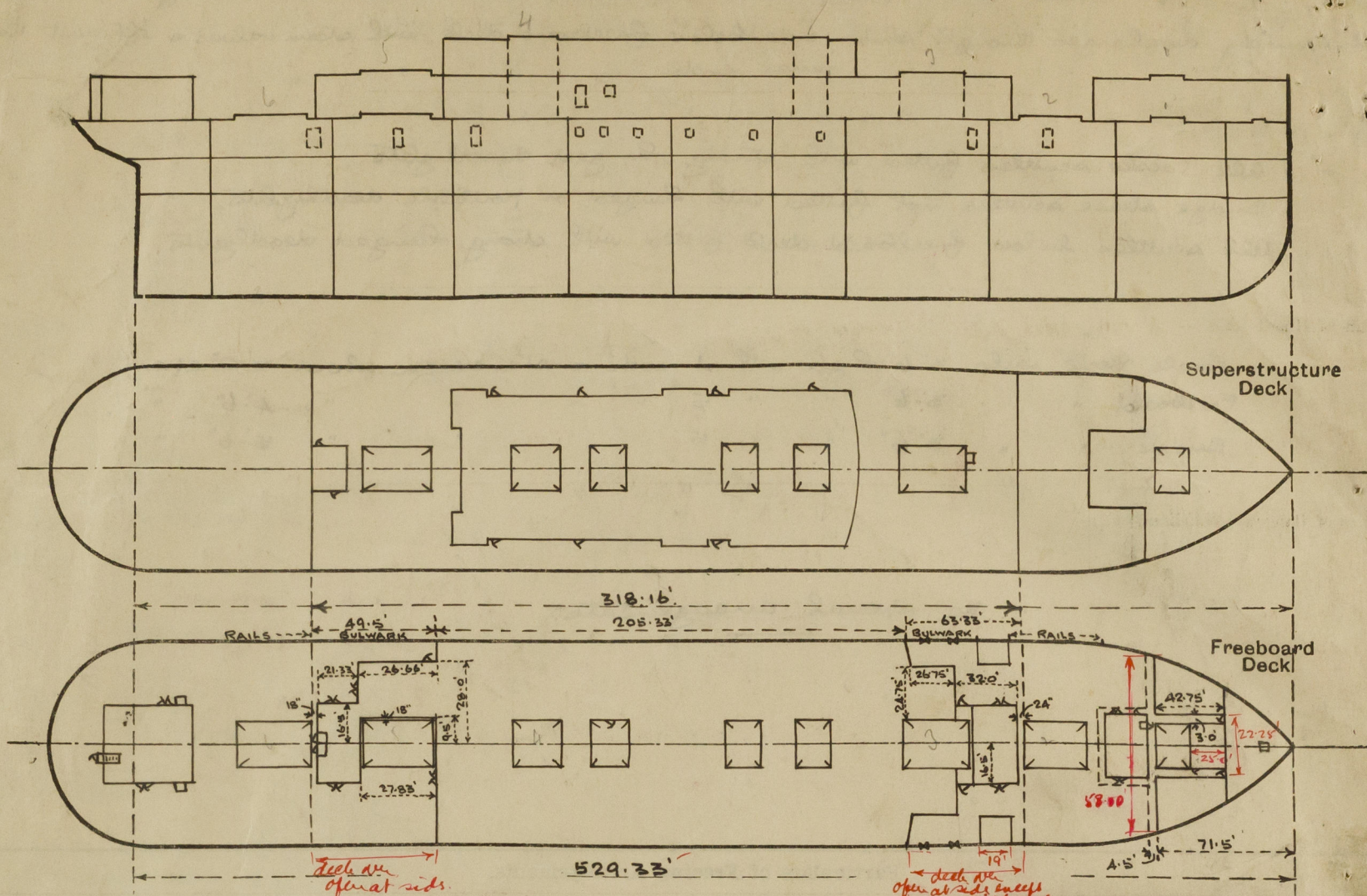
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Largo Bay

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:—



Sheathing 3" Oregon Pine on exposed Freeboard decks.
 " 1 1/2" Composition " enclosed " "
 Freeboard from steel deck

deck on
open at side except
way of sideboards
Fee 71.5' - 42.75' = 28.75'
 + 36 x 42.75 = 26.50
 58.00
 + 16 x 25 = 6.90
 58.00
 71.5' - 42.75' = 28.75'
 26.50
 6.90
 12.5
 12.5

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

- Small Hatches.
- Bridge deck N° 3 access.
 2' 7" x 1' 9" coaming 26" x 10 steel hinged locked cover & efficiently battened.
- Aft Peak Stowage.
 2 @ 3' 6" x 3' 6" coaming 15" x 10 wood covers efficiently battened.
- Freeboard deck fore peak hatch.
 3' 7" x 2' 1" coaming 12" x 10 wood covers efficiently battened.

Vessel surveyed afloat & confined to freeboard.

Builder's name and yard number W. Beardmore & Co. Ltd. N° 616.

Names of sister ships 'ESPERANCE BAY'

Owners White Star Line Ltd. (G. Thompson & Co. Ltd.)

Fee £ 17 : 0 : 0

Received by me

17 SEP 1932



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