

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

-1 SEP 1932

10,925

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Raised Quarter Deck, Bridge & Forecastle*Port of Survey *Belfast*

(Type of Superstructures.)

Date of Survey *August 1932*

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

*"STRAIDE"**British
Belfast**136360**326**1917-3*Name of Surveyor *J.D. Shelton*Moulded Dimensions: Length *131.0'* Breadth *23.0'* Depth *10.5'*Moulded displacement at moulded draught = 85 per cent. of moulded depth *579* tonsCoefficient of fineness for use with Tables *.754*Particulars of Classification *+100 A1**S.S. Reg. No. 3-8.29*

Depth for Freeboard (D)				Depth correction		Round of Beam correction	
Moulded depth	<i>10.5'</i>	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	<i>23.0'</i>
Stringer plate	<i>.04'</i>	<i>(10.54 - 8.73) 1.008 = +1.82</i>		Standard Round of Beam = $\frac{B \times 12}{50}$	<i>5.52</i>
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	<i>7.00</i>
$T \left(\frac{L-S}{L} \right) =$						Difference	<i>1.48</i>
Depth for Freeboard (D) =			<i>10.54</i>	If restricted by superstructures		Restricted to	
						Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$	<i>= -1.15</i>

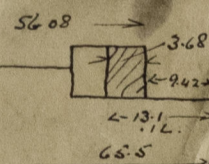
DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	✓				
„ overhang	✓				
R.Q.D. enclosed	<i>47.25'</i>	<i>47.25'</i>	<i>3.5'</i>		<i>47.25'</i>
„ overhang	✓				
Bridge enclosed	<i>8.83'</i>	<i>8.83'</i>	<i>7.2'</i>		<i>8.83'</i>
„ overhang aft	<i>.23'</i>				
„ overhang forward	<i>.08'</i>				
F'cle enclosed	<i>22.29'</i>	<i>22.29'</i>	<i>6.25'</i>		<i>22.29'</i>
„ overhang	<i>.23'</i>				
Trunk aft	<i>.46'</i>				
„ forward					
Tonnage opening aft	✓				
„ forward	✓				
Total	<i>78.99</i>	<i>78.68</i>			<i>78.68</i>

Standard Height of Superstructure	<i>6'</i>
„ „ R.Q.D.	<i>3.207</i>
Deduction for complete superstructure	<i>19.1</i>
Percentage covered $\frac{S}{L} =$	<i>60.30</i>
„ „ $\frac{S_1}{L} =$	<i>60.06</i>
„ „ $\frac{E}{L} =$	<i>60.06</i>
Percentage from Table, Line A.	<i>46.10</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 =	<i>19.1 x .4610 = -8.81</i>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>23.10</i>	1		<i>23.10</i>	<i>24.00</i>	<i>24.00</i>	1		<i>24.00</i>
$\frac{1}{2}$ L from A.P. ...	<i>10.28</i>	4		<i>41.12</i>	<i>9.28</i>	<i>9.28</i>	4		<i>37.12</i>
$\frac{3}{4}$ L „ ...	<i>2.54</i>	2		<i>5.08</i>	<i>2.32</i>	<i>2.32</i>	2		<i>4.64</i>
Amidships ...		4					4		
$\frac{3}{4}$ L from F.P. ...	<i>5.08</i>	2		<i>10.16</i>	<i>5.53</i>	<i>5.53</i>	2		<i>11.06</i>
$\frac{1}{2}$ L „ ...	<i>20.56</i>	4		<i>82.24</i>	<i>22.12</i>	<i>22.12</i>	4		<i>88.48</i>
F.P. ...	<i>46.20</i>	1		<i>46.20</i>	<i>48.00</i>	<i>48.00</i>	1		<i>48.00</i>
Total				<i>207.90</i>					<i>213.30</i>

Mean actual sheer aft = *Deficient, but more than 75% Standard*Mean actual sheer forward = *Excess*Length of enclosed superstructure forward of amidships = *NIL*„ „ within .1L aft of „ = *.028*Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{5.40}{18} \left(.75 - .3015 \right) = -.13$ If limited on account of midship superstructure, $.13 \times \frac{.028}{2} = -.002$ 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 = *10.54*Summer freeboard = *.56*Moulded draught (d) = *9.98*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *2.49 = 2.5*

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ *not available*

Tons per inch immersion at summer load water line

T = *not available*Deduction = $\frac{\Delta}{40 T}$ inches

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{.754 + .680}{1.36} = \frac{1.434}{1.36}$ *13.12**13.83*

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
<i>1.82</i>	
	<i>8.81</i>
	<i>.02</i>
	<i>.15</i>
<i>1.82</i>	<i>8.98</i>
	<i>-7.16</i>

Summer Freeboard = *6.67*

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

Tropical Fresh Water Line above Centre of Disc	...
Fresh Water Line	...
Tropical Line	...
Winter Line below	...
Winter North Atlantic Line	...

Tropical Fresh Water Freeboard	...
Fresh Water	...
Tropical	...
Winter	...
Winter North Atlantic	...

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Particulars of fiddley, funnel and ventilator coamings:—

- 4 Tunnel opening in casing top protected by steel grate.
- 4 Idler vents of steel, strong, rivetted to casing top.
- 4 Idler openings protected by lugged steel storm covers.
- Engine room skylight of steel, strong, rivetted to casing top.

Two on raised quarter deck 16" dia. covers of cast iron $\frac{3}{4}$ " thick, bayonet securing, not permanently attached.

formed within wheel house leading to bridge space. Openings into wheel house on bridge deck 56'20" (12' side)
closed by hinged teakwood doors 1" panelled $\frac{3}{4}$ " thick (curving from both sides).

On forecastle deck to forecabin space, 2 goose-neck ventilators 6" dia., 1-33" high & 1-32" high.
 " freeboard " " hold, 2 coamings 9" dia - 1-36" high x $\frac{3}{8}$ " thick & 1-36 $\frac{1}{2}$ " high x $\frac{1}{2}$ " thick. ~~One with wood plug~~
 " bridge " " bridge space, 2 mushroom ventilators 9" dia x 7" high.
 Hood plugs & canvas covers provided.

On forecastle deck to fore part, 1 air pipe 3' dia x 9" high
" raised quarter deck to after peak, 1 " " 3' " x 3' "

none

Particulars of Scuppers and Sanitary Discharge Pipes :— *none*

I'm forecastle, efficient & fitted with deadlights.

On fore-castle deck.	Guard rails	36" high,	2 rows,	efficient
" fore-board deck.	Steel Bulwarks	42" high	"	"
" bridge	"	36"	"	"
" raised quarter "	"	36"	"	"

A gangway from the bridge to the crewspace forward is provided by the top of the cargo hatch to which there is easy access from the bridge ladder.
A lifeline capable of being fitted on either side is provided.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Raised Quarter Deck						
Aft Well	47'-3"	36"	1 @ 29'x16" 2 @ 28'x15"	3	9.06 sq	11.33 ²² sq
Forward Well	49'-0"	42"	1 @ 29'x16½" 3 @ 28'x16½"	4	12.9 sq ✓	11.4 [✓] sq
<p>State position of each freeing port } Aft Well: 8" } see sketch.</p> <p>(F. and A. position and height above deck edge) } Forward Well: —</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — Shutters on steel pins & rails</p> <p>Additional area where sheer is less than standard.</p>						

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 ...	✓	25"	5" x 3" x .40"	30"	Taking deck bar	✓		
Bridge, After Bulkhead	✓	25"	2 1/2" x 2 1/2" x .25"	30"	Taking bottom deck bar only	✓		
Bridge, Forward Bulkhead	30"	25"	4 1/2" x 2 1/2" x .40" BA	28" 16 30"	As detailed top & bottom	✓		
Forecastle Bulkhead	25"	25"	4" x 2 1/2" x .30"	24"	Taking bottom deck bar only	56" x 21"	12"	
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	30"	25"	2 1/2" x 2 1/2" x .25"	31"	Bracketed at top in engine room	2 @ 20" x 54"	18"	6' 9"
Exposed Machinery Casings on Superstructure Decks	✓				Oil on deck	2 @ 20" x 54"		
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships ...	✓							

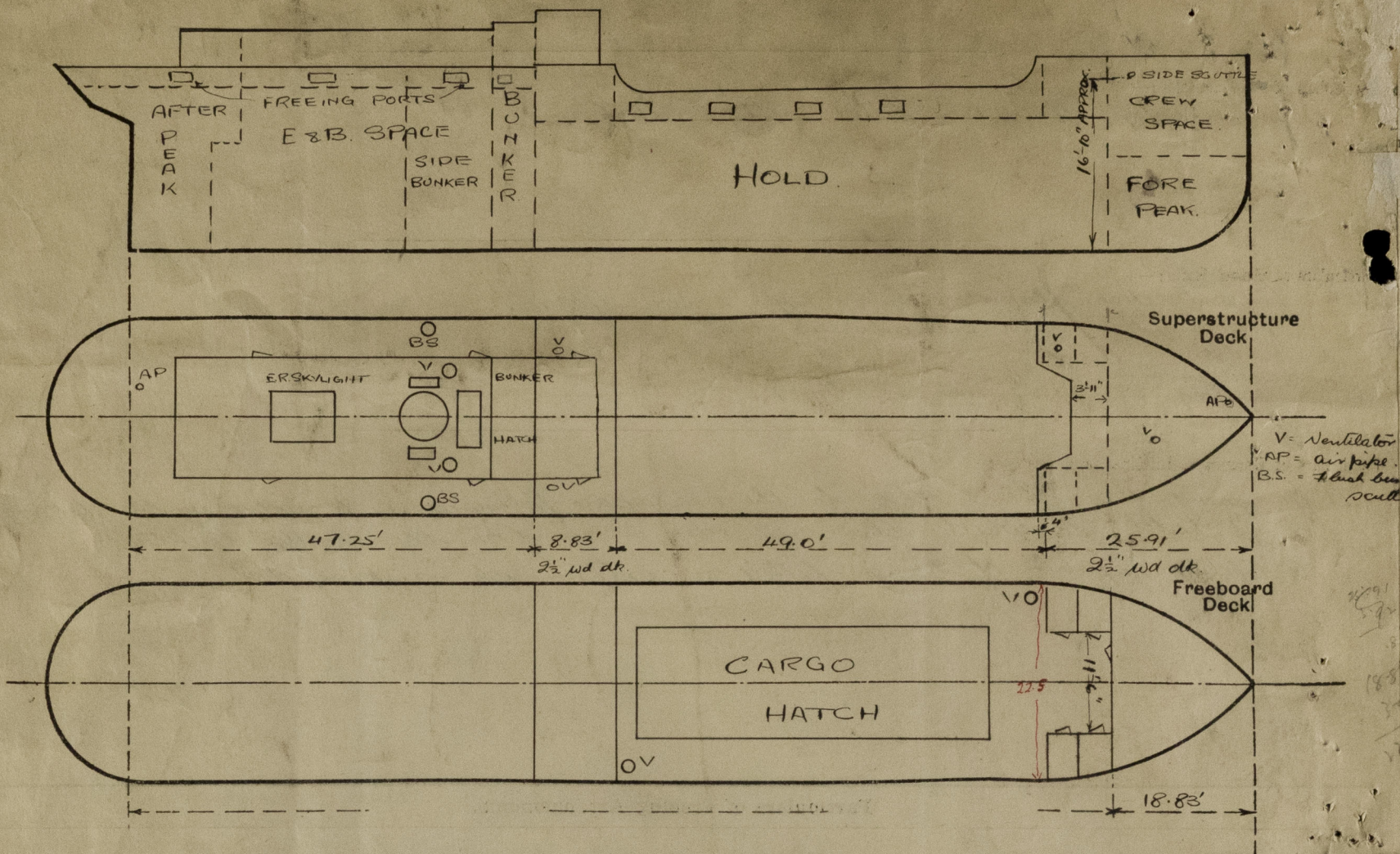
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	✓
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 Superstruc- tures not fitted with Class I Closing Appliances	✓
Deckhouses on Flush Deck Ships ...	✓

*Hinged pinewood door 1 1/2" panelled 3/4" thick scarring from both sides.
2 - hinged beechwood doors 1" panelled 3/4" thick. Scarring from both sides.
2 - " " 1/2" thick scarring from both sides.*

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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:—



This survey was carried out afloat but it is expected that the vessel will dry dock before leaving this port.

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

By J. J. B. B. B.

$$25.91 - \frac{11.5 \times 108}{22.5}$$

$$= 25.91 - 3.42$$

$$= 22.29$$

$$\text{out hang} = 22.75 - 22.29$$

$$= .46$$

Builder's name and yard number A. Jeffrey & Co. Ltd. Alcoa

Names of sister ships _____

Owners Howden Bros. Ltd.

Fee £ 5 : 2 : 0 Received by me _____