

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. **31646**
(For London Office only.)

25 NOV 1932

10,985

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having *Raised Quarter Deck, Bridge & Forecastle.*

Ship's Name **"CARRICKMORE"**
(Type of Superstructures.)
Nationality and Port of Registry **British Belfast**
Official Number **148144**
Gross Tonnage **581**
Date of Build **1925-4**

Port of Survey **Belfast**Date of Survey **November 1932**Name of Surveyor **J.D. Philson**Particulars of Classification **+100A1****S.S. Acc. No 1-29**

Moulded Dimensions: Length **164.68'** Breadth **26.875'** Depth **13.33'**
Moulded displacement at moulded draught = 85 per cent. of moulded depth **1030** tons
Coefficient of fineness for use with Tables **.719**

Depth for Freeboard (D)
Moulded depth ... **13.33'**
Stringer plate ... **.033'**
Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
Depth for Freeboard (D) = **13.36'**

Depth correction
(a) Where D is greater than Table depth
(D - Table depth) R = $(13.36 - 10.98) \times 1.266 = 3.01'$
(b) Where D is less than Table depth (if allowed)
(Table depth - D) R =
If restricted by superstructures

Round of Beam correction
Moulded Breadth (B) **26.875'**
Standard Round of Beam = $\frac{B \times 12}{50} = 6.45'$
Ship's Round of Beam = **7'**
Difference **0.55'**
Restricted to **.2112**
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.55}{4} \left(1 - \frac{.7888}{1} \right) = -.03'$

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 ...	94.25'	94.25'	3.5'		94.25'
" overhang ...					
Bridge enclosed ...	11.0'	11.00'	7.2'		11.00'
" overhang aft ...					
" overhang forward ...					
Forecastle enclosed ...	20.83'	20.83'	7.25'		20.83'
" overhang ...	7.67'	3.83'			3.83'
Trunk aft ...					
" forward ...					
Penetration opening aft ...					
" forward ...					
Total ...	133.75'	129.91'			129.91'

Standard Height of Superstructure **6.00'**
" " R.Q.D. **3.431'**
Deduction for complete superstructure **22.47'**
Percentage covered $\frac{S}{L} = 81.22\%$
" " $\frac{S_1}{L} = 78.88\%$
" " $\frac{E}{L} = 78.88\%$
Percentage from Table, Line A. **73.92%**
(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 = **22.47' \times .7392 = 16.61'**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	26.47'	1		26.47	42"	42.00	1		42.83
1/4 L from A.P. ...	11.78'	4		47.12	19"	18.96	4		76.24
1/2 L " ...	2.91'	2		5.82	5"	4.74	2		9.42
Amidships ...		4					4		
3/4 L from F.P. ...	5.82'	2		11.64	7 3/4"	7.70	2		15.40
1/4 L " ...	23.56'	4		94.24	30"	30.81	4		123.24
F.P. ...	52.94'	1		52.94	72"	72.00	1		72.00
Total ...				238.23					339.13

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{238.23 - 339.13}{18} = -5.55'$
If limited on account of midship superstructure.

Mean actual sheer aft = **Excess**
Mean standard sheer aft = **Excess**
Mean actual sheer forward = **Excess**
Mean standard sheer forward = **Excess**
Length of enclosed superstructure forward of amidships = **> .1L**
" " aft of " = **.50**

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

Depth to Freeboard Deck = **16.86'**
Summer freeboard = **3.71'**
Moulded draught (d) = **13.15'**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{3.29}{4} = 3.4'$
Addition for Winter North Atlantic Freeboard (if required) = **+ 2'**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 1242$
Tons per inch immersion at summer load water line
T = **8.69**
Deduction = $\frac{\Delta}{40 T}$ inches = $\frac{1242}{40 \times 8.69} = 3.57'$
= **3 1/2'**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient		
	7.19 + .68 = 1.399	14.55'
	1.36	18.05'
Depth Correction ...	3.01'	
Deduction for superstructures ...		16.61'
Sheer correction ...		1.93'
Round of Beam correction03'
Correction for Thickness of Deck amidships ...	42.00'	
Other corrections, scantlings, etc. ...		
	145.01	18.57'
		+ 26.44'
		Summer Freeboard = 44.49'

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

Tropical Fresh Water Line above Centre of Disc ... **4" ...**
Fresh Water Line " " ... **3 1/2" ...**
Tropical Line " " ... **3" ...**
Winter Line below " " ... **3 1/2" ...**
Winter North Atlantic Line " " ... **5 1/2" ...**

Tropical Fresh Water Freeboard ... **3' 8 1/2" \times**
Fresh Water ... **3' 4 1/2" \times**
Tropical ... **3' 5" \times**
Winter ... **3' 8" \times**
Winter North Atlantic ... **4' 1 1/2" \times**

28 NOV 1932

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Lloyd's Register
MARKING FORM
RECEIVED 12 DEC 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
		No. 1	No. 2						
Description of Hatchway		Freeboard Deck	Raised Quarter Deck	Bunker Hatch	Forepeak Hatch on Forecastle Deck	Escape Hatch on Foreboard Deck	Afterpeak Hatch on R. B. Deck		
Dimensions of Hatchway		26'-7" x 13'-7"	28'-6" x 13'-7"	5'-0 1/2" x 15'-3"	23' x 21"	26' x 23"	18' dia.		
COAMINGS	Height above Deck	45"	39"	4 1/2"	12"	18"	12"		
	Thickness	40"	40"	40"	25"	25"	25"		
	Sides	40"	40"	40"	25"	25"	25"		
	Ends	40"	40"	40"	25"	25"	25"		
	Stiffeners	7 x 3 x 40 BA	7 x 3 x 40 BA	✓	✓	✓	✓		
Brackets, Stays		Each side	Each side	✓	✓		✓		
HATCH BEAMS	Number	3	3	✓	✓	✓	✓		
	Spacing	6'-10" max	7'-5" max						
	Scantling and Sketch	6'-7" min angles 3' x 3' x 35" plate 9' x 6' 17' x 20" bottom 3' x 1 1/2" H.R.	6'-11" min angles 3' x 3' x 35" plate 9' x 6' 17' x 20" bottom 3' x 1 1/2" H.R.						
	Bearing Surface	3"	3"						
FORE AND AFTERS	Number	3	3	✓	✓	✓	✓		
	Spacing	3'-4 1/2"	3'-4 1/2"						
	Unsupported Lengths	6'-10" max	7'-5" max						
	Scantling* and Sketch	centre D-6" B-6"	centre D-6" B-6"						
	Bearing Surface	3"	3"						
HATCH COVERS	Material	Canadian Spruce	Canadian Spruce	✓	✓	✓	1/2" steel water-tight bolted cover		
	Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	1 1/2"		
	How fitted	Transverse	Transverse	Transverse	✓	✓	✓		
	Bearing Surface	2 3/8"	2 3/8"	2 3/8"	2"	1 1/2"	1 1/2"		
Spacing of Cleats		22"	23"	24"	13"	12"	✓		
Number of Tarpaulins		3	3	1	2	X 2	✓		
*Are wood fore and afters steel shod at all bearing surfaces? <i>yes.</i> Are battens and wedges efficient and in good condition? <i>yes.</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>yes.</i> Are lashings provided in accordance with rule requirements? <i>Ring bolts on cargo hatch coamings.</i>									

Particulars of fiddle, funnel and ventilator coamings:—

Funnel coaming, steel, efficient, rivetted to casing top.
 Fiddle ventilator, steel, ~~to renew~~.
 Engine room ventilators, steel, efficient, rivetted to casing top.
 Fiddle opening fitted with hinged steel storm cover.
 Engine room skylight of steel, strong, rivetted to casing top.

Particulars of Flush Bunker Scuttles:—

none

Particulars of Companionways:—

none

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

Position	Space to	Number	Height	Diameter	Closing appliances
Forecastle deck	Forecastle	2	10"	6"	
" "	Hold.	1	36"	9 1/2"	
Bridge deck	Bridge space	3	7"	5"	
Raised Quarter deck	Hold.	1	36"	10"	

*2 with mushroom closing. 1 with tin cap.
 Wood plug & canvas cover.
 provided for all ventilators*

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

Position	Space to	Number	Diameter	Height	Closing appliances
Forecastle deck	Forepeak	1	2 1/2"	10"	<i>nil</i>
Freeboard deck	Hold. d. b.	1	3"	14"	<i>nil</i>
Raised Quarter deck	Hold. d. b.	2	2 1/2"	12"	<i>nil</i>
" "	Afterpeak	1	2 1/2"	12"	<i>nil</i>

Canvas covers provided for all air pipes

Particulars of Gangway Cargo and Coaling Ports:—

none



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Particulars of Scuppers and Sanitary Discharge Pipes:—

none ✓

Particulars of Side Scuttles:—

In fore-castle, efficient. One without deadlight.
 In bridge space, efficient, fitted with deadlights.

Particulars of Guard Rails:—

Raised quarter deck, steel bulwarks, 39" high, efficient.
 Bridge deck, steel bulwarks, 36" high, efficient.
 Fore-castle deck, steel bulwarks, 53" high, efficient.
 Fore-castle deck, guard rails, 2 rows, 38" high, efficient.

Particulars of Gangways, Lifelines, etc.:—

A gangway from the bridge to the crew space forward is provided by the top of the cargo hatchway to which there is easy access from the bridge ladder.
 A manilla life line, rove through stanchions fitted on the port side of the cargo hatch, 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 Bulkhead	94.25'	39"	2 @ 28" x 15" 1 @ 30" x 17" 33" x 21"	4	9.38 sq ft 19	19 sq ft ✓
Forward Well	30.91'	53"	2 @ 30" x 17" 1 @ 29" x 16"	3	10.3 sq ft	9.6 sq ft ✓

State position of each freeing port (P. and A. position and height above deck edge) } Raised Quarter Deck } 3 1/2" } see sketch.
 } Forward Well:— } 10" }

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

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	✓	.25"	Diaphragm & brackets					
Bridge, After Bulkhead	✓	.25"	2-6" x 3" x 30" BA remainder 3" x 3" x 30"	31"	Bulk angles bracketed at top			
Bridge, Forward Bulkhead	✓	.25"	6" x 3" x 35" BA	30"	All bracketed at top - wing & centre stiffeners bracketed at bottom			
Fore-castle Bulkhead	✓	.30"	3" x 3" x 31"	39"		53" x 27"	19"	
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Fore-castle or Raised Quarter Decks	✓	.25"	3" x 3" x .25"	30 1/2"	Bracketed at top	4 @ 54" x 32"	18"	7'0"
Exposed Machinery Casings on Superstructure Decks	✓							
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	✓	no openings
Bridge, Forward Bulkhead	✓	no openings
Fore-castle Bulkhead	✓	no openings
Exposed Machinery Casings on Fore-castle or Raised Quarter Decks	✓	5/16" thick hinged steel door. Lock to repair
Exposed Machinery Casings on Superstructure Decks	✓	1/2" thick hinged steel doors. Locks to repair
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓	
Deckhouses on Flush Deck Ships	✓	

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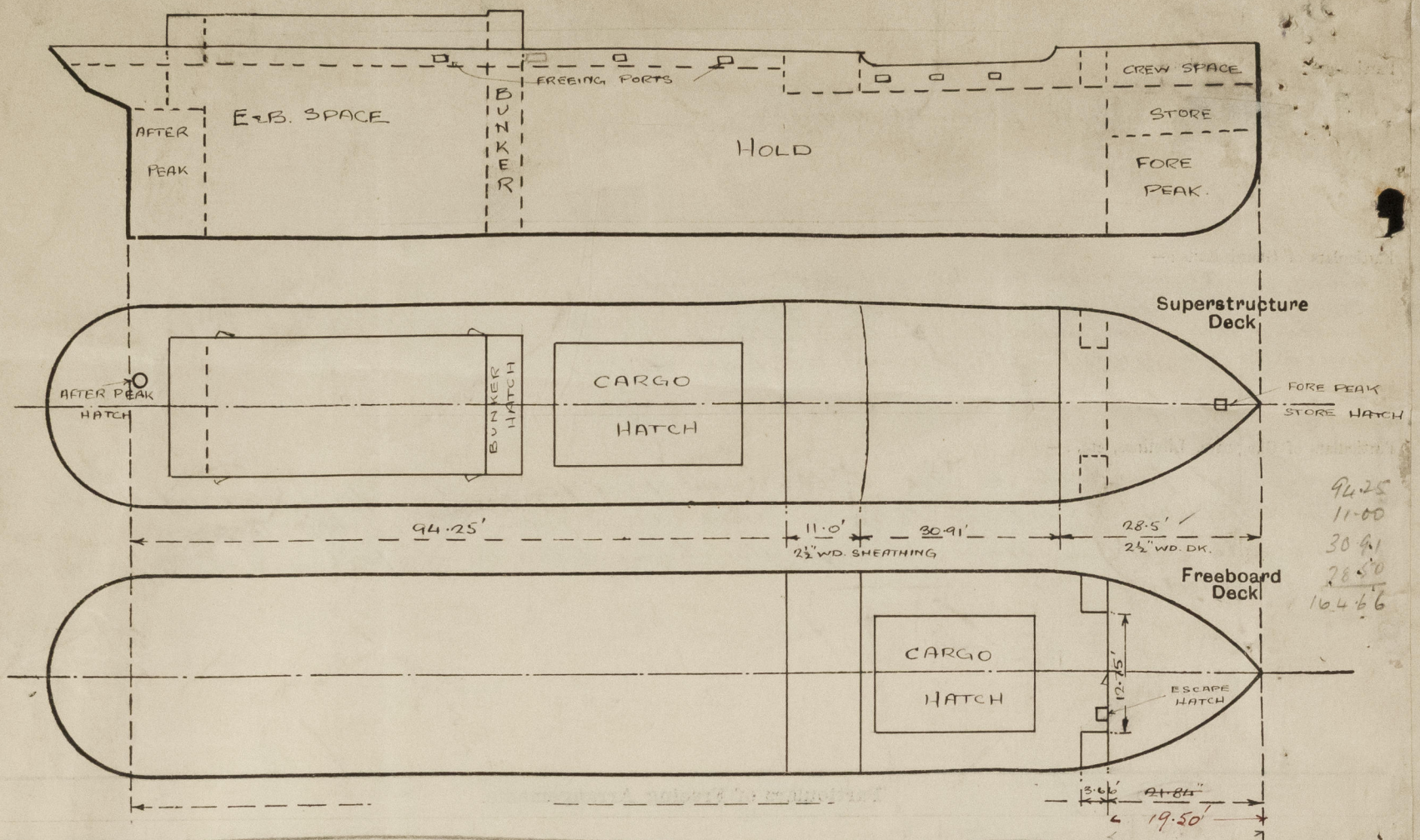


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Cannockmore

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:—



Omit

This vessel is now carrying out a docking survey in dry dock.

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

There is an opening 22x18" (31" sill) in the starboard side of the bunker casing closed by a 1/4" thick hinged steel door (nonwater tight) secured by a turnbuckle. There is a door in the chart room on the bridge deck giving access from the bridge deck to the bridge space. Opening 52x23" (17" sill) closed by 1 1/2" panelled teakwood door, securing from both sides.

Builder's name and yard number *J. Lewis & Sons Ltd. Aberdeen*

Names of sister ships

Owners *John Kelly Ltd (W. G. Hunt Manager)*

Fee £ *6* : *16* : *0* Received by me



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