

Rpt. C.11.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Nº 100087

Computation of Freeboard for Steamer, <u>Sailing Ship, Tugboat</u> having <u>Schooner deck with tonnage opening.</u>					Port of Survey <u>Liverpool (Birkenhead)</u>
<u>BISCAROSSE 4</u>		(Type of Superstructures.)			Date of Survey _____
Ship's Name <u>"SEA VICTORY"</u>	Nationality and Port of Registry <u>British Irish ^{Irish}</u> <u>Dover London ^{London}</u>	Official Number <u>137753</u>	Gross Tonnage <u>1937</u>	Date of Build <u>1919</u>	Name of Surveyor <u>E. H. Dean</u>
Moulded Dimensions: Length <u>290.0'</u> Breadth <u>42.33'</u> Depth <u>21.17'</u>					Particulars of Classification <u>#100A.1. Shelter deck with freeboard.</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>4576</u> tons					
Coefficient of fineness for use with Tables <u>.725</u>					

<p>Depth for Freeboard (D)</p> <p>Moulded depth 21.17'</p> <p>Stringer plate04</p> <p>Sheathing on exposed deck</p> $T \left(\frac{L-S}{L} \right) =$ <p>Depth for Freeboard (D) = 21.21</p>	<p>Depth correction</p> <p>(a) Where D is greater than Table depth $(D - \text{Table depth}) R = (21.21 - 19.33) 2.231$ $= +4.19$</p> <p>(b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$</p> <p>If restricted by superstructures</p>	<p>Round of Beam correction</p> <p>Moulded Breadth (B) 42.33'</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$</p> <p>Ship's Round of Beam = 10 1/2"</p> <p>Difference</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$ NIL</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	16.65	16.65			16.65
" overhang ...	8.00	4.00			4.00
R.Q.D. enclosed ...	-				
" overhang ...	-				
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...	261.35	261.35			261.35
R'cle enclosed ...					
" overhang ...					
Trunk aft ...	-				
" forward ...	-				
Tonnage opening aft ...	4.00	4.00			4.00
" forward ...	-				
Total ...	290.00	286.00			286.00

Standard Height of Superstructure	6.40
" " R.Q.D.	-
Deduction for complete superstructure	34.67
Percentage covered $\frac{S}{L} =$	100.00
" " $\frac{S_1}{L} =$	98.60
" " $\frac{E}{L} =$	98.60
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	98.27
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction =	$34.67 \times 98.27 = 34.07$

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P. ...	39.00	1	39.00	36 24"	+19.20 3600 55.20	1	55.20
$\frac{1}{6}$ L from A.P. ...	17.36	4	69.44	13 $\frac{1}{4}$ "	16.59 24.57	4	98.28
$\frac{2}{6}$ L " ...	4.29	2	8.58	3 $\frac{1}{2}$ "	4.15 6.07	2	12.14
Amidships ...	-	4	-	-	-	4	-
L from F.P. ...	8.58	2	17.16	8 $\frac{1}{2}$ "	8.58 10.67	2	21.34
$\frac{1}{3}$ L " ...	34.72	4	138.88	31"	34.70 43.26	4	173.04
F.P. ...	78.00	1	78.00	63"	78.00 97.20	1	97.20
Total ...			351.06	75	+19.20		457.20

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \text{Excess}$$

$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{Excess}$$

$$\frac{\text{Length of enclosed superstructure}}{L_1} \text{ forward of amidships} = \left. \begin{array}{l} \\ \\ \end{array} \right\} \text{c.s.s.}$$

$$\text{aft of } \text{ } = \text{ } \text{ } \text{ } =$$

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(75 - \frac{8}{2L} \right) = \frac{106.14}{18} (75 - 50)$$

If limited on account of midship superstructure.

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

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>21.21</u> Ft.</p> <p>Summer freeboard = <u>.92</u></p> <p>Moulded draught (d) = <u>20.29</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5.075"</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) = <u>2</u></p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$ <u>5280</u></p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$ <u>23.5</u></p> <p>Deduction = $\frac{\Delta}{40 T}$ inches</p> <p style="text-align: center;"><u>= 5.62</u></p> <p style="text-align: center;"><u>5½"</u></p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient $\frac{.725 + .68}{1.36} = \frac{1.405}{1.36}$</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td style="text-align: center;">4.19</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Deduction for superstructures</td> <td style="text-align: center;">-</td> <td style="text-align: center;">34.07</td> </tr> <tr> <td>Sheer correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">1.47</td> </tr> <tr> <td>Round of Beam correction</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td style="text-align: center;">-</td> <td style="text-align: center;">-</td> </tr> <tr> <td></td> <td style="text-align: center;"><u>4.19</u></td> <td style="text-align: center;"><u>35.54</u></td> </tr> <tr> <td></td> <td colspan="2" style="text-align: right;">Summer Freeboard = <u>11</u></td> </tr> </tbody> </table>		+	-	Depth Correction	4.19	-	Deduction for superstructures	-	34.07	Sheer correction	-	1.47	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		<u>4.19</u>	<u>35.54</u>		Summer Freeboard = <u>11</u>	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	10½"	Tropical Fresh Water Freeboard	6-0
Fresh Water Line	" "	5½"	Fresh Water	" "	0-5
Tropical Line	" "	5"	Tropical	" "	0-
Winter Line " below	" "	5"	Winter	" "	1-7
Winter North Atlantic Line	" "	7"	Winter North Atlantic	" "	Lloyd's Register

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
SHELTER DECK.									
Description of Hatchway		No 1	No 2	No 3	No 4	No 5	No 6		
Dimensions of Hatchway		14'0" x 16'0"	22'0" x 16'0"	12'0" x 16'0"	8'0" x 16'0"	26'0" x 16'0"	20' x 16'0"		
COAMINGS	Height above Deck	30"	30"	30"	30"	30"	30"		
	Sides	44"	44"	44"	44"	44"	44"		
	Thickness	44" BA	44" BA	44" BA	44" BA	44" BA	44" BA		
	Ends	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40	7 x 3 x 40		
Fittings		5 x 4 1/2 x 40	5 x 4 1/2 x 40	none	none	5 x 4 1/2 x 40	5 x 4 1/2 x 40		
HATCH BEAMS	Number	2	4	2	1	5	3		
	Spacing	4'8"	4'4 3/4"	4'0"	4'0"	5'2"	5'0"		
	Scantling and Hatch	3 1/2 x 40	1 1/2 x 34	12 x 30	12 x 30	12 x 30	12 x 30		
	Bearing Surface	3"	3"	3"	3"	3"	3"		
FLOOR AND AFTER	Number	none	none	none	none	none	none		
	Spacing	none	none	none	none	none	none		
	Unsupported Lengths	none	none	none	none	none	none		
	Scantling and Sketch	none	none	none	none	none	none		
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.		
	Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"		
	How fitted	FRA	FRA	FRA	FRA	FRA	FRA		
	Bearing Surface	3"	3"	3"	3"	3"	3"		
Spacing of Cleats		15"	20 x 27"	24"	26 x 28"	26"	24"		
Number of Tarpaulins		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*

Particulars of hold, funnel and ventilator coamings:— The stokehold seatings are covered by steel hinged covers. The hold and Engine Room Ventilators and funnel are in good and efficient condition. The hold Ventilators are high and are suitably stayed. The Engine Room skylight is of steel strongly constructed and is in good condition. ✓

Particulars of Flush Bunker Scuttles:—

bone ✓

Particulars of Companionways :—

See - In after Deck house (Center), from shelter deck to upper deck Accommodation.
Wood door 4'-10" x 2'-0". 19" sill. - manipulated from both sides. -

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

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—	
1- VENTILATOR ON SHELTER DECK	36" HIGH COAMINGS. 15" DIA. x 40" LED TO NO 1 HOLD. —
2- " "	15" " " 40" " " NO 2 " —
2- " "	15" " " 40" " " NO 3 " —
2- " "	15" " " 40" " " NO 4 " —
1- INCL. VENT	6" x 4 1/2" C.I. " " FORE PEAK. —
1 VENTILATOR	8" DIA. x 30" " " TONNAGE SPACE. —

ALL VENTS CLOSED
BY WOOD ~~PLUGS~~ &
CANVAS COVERS

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

1-C.I. AIR PIPE TO AFTER PEAK 12" HIGH, 4" DIA.
2-C.I. " PIPES " NO 3 D.B. TANK ~~6 1/2~~ 18" 2 1/2" "
2-C.I. " " " NO 2 D.B. " ~~1 1/2~~ 18" 2 1/2" " *
2-C.I. " " " NO 1 D.B. " ~~7~~ 18" 2 1/2" "
1-C.I. " " " FORE PEAK - 10 1/2" " 3 1/2" "

ALL AIR PIPES CLOSED
BY CANVAS COVERS.

Particulars of Gangway, Cargo and Coaling Ports :—

howe.

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"Sea Victory"

Particulars of Scuppers and Sanitary Discharge Pipes —

All Sanitary discharge pipes are fitted with G.M. Stem Valves at ship's sides. ✓
 Scupper pipes from shelter deck space are fitted with G.M. Stem Valves and facing ports in
 Tunnage well permanently closed by riveted plates & the existing scuppers on each
 side of tunage well replaced by screw down non-return valves 5" dia operated
 from shelter decks.

Particulars of Side Scuttles:

Side Scuttles in poop accommodation are of substantial construction fitted
 with C.I. hinged deadlights. ✓

Particulars of Guard Rails:—

A bulwark 4'7" high efficiently supported is fitted for 30'0" at fore end
 of vessel. ✓
 Rails and stanchions 43" high, 54" apart with 3 rods are fitted all fore and aft
 round shelter deck. ✓

Particulars of Gangways, Lifelines, etc.:—

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		none ✓				
Forward Well		none ✓				

State position of each freeing port } After Well:— ✓
 (T. 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	none ✓	26" ✓	3" x 3" x 30'0" A ✓	30" ✓	Bracketed ✓	none ✓	none ✓	11'0" ✓
Raised Quarter Deck Bulkhead ...	-	-	-	-	-	-	-	-
Bridge, After Bulkhead	none ✓	26" ✓	3" x 3" x 30'0" A ✓	30" ✓	none ✓	9'2" x 3'0" ✓	no sill ✓	10'11" ✓
Bridge, Forward Bulkhead	-	-	-	-	-	-	-	-
Forecastle Bulkhead	-	-	-	-	-	-	-	-
Trunk, Aft	-	-	-	-	-	-	-	-
Trunk, Forward	-	-	-	-	-	-	-	-
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	-	-	-	-	-	-	-	-
Exposed Machinery Casings on Super-structure Decks	30" ✓	25" ✓	3 1/2" x 3" x 30" ✓	30" ✓	Bkd. ltp ✓	4'11" x 1'9" ✓	18" ✓	7'3" ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	50 ✓	85 ✓	2 1/2" x 2 1/2" ✓	30" ✓	none ✓			
Deckhouses on Flush Deck Ships ...	-	-	-	-	-	-	-	-

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

Poop Bulkhead	none ✓
Raised Quarter Deck Bulkhead ...	-
Bridge, After Bulkhead	Wood boards full height in riveted channels ✓
Bridge, Forward Bulkhead	-
Forecastle Bulkhead	-
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	-
Exposed Machinery Casings on Super-structure Decks	Steel hinged doors manipulated both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	?
Deckhouses on Flush Deck Ships ...	-

