

SUPPLEMENTARY REPORT FOR TIMBER ASSIGNMENT

pt. C.11.

Index. No. 31415
(For London Office only.)Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Newcastle-on-Tyne</u>	
having <u>POOP BRIDGE & FORECASTLE</u>					Date of Survey <u>13th March 1933</u>	
(Type of Superstructures.)					Name of Surveyor <u>W. J. Craig</u>	
Ship's Name <u>"LAURITZ"</u> <u>"BEDLINGTON"</u>		Nationality and Port of Registry <u>FINNISH.</u> <u>HELSINGFORS</u>	Official Number <u>✓</u>	Gross Tonnage <u>1600</u>	Date of Build <u>1924-11</u>	
Moulded Dimensions: Length <u>249.75</u> Breadth <u>39.5</u> Depth <u>19.86</u>					Particulars of Classification <u>+100 A.1.</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>3570</u> tons					<u>28 Nov. No. 1-29</u>	
Coefficient of fineness for use with Tables <u>.750</u>						

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth		(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	
Stringer plate		<u>+6.24</u>		Standard Round of Beam = $\frac{B \times 12}{50} =$	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam =	
Depth for Freeboard (D) = <u>19.9</u>		If restricted by superstructures		Difference	
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$	
				<u>-23</u>	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure <u>30.98</u> x
" overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						" " $\frac{S_1}{L} =$
" overhang aft						" " $\frac{E}{L} =$ <u>38.94</u>
" overhang forward						Percentage from Table, Line A.
F'cle enclosed						(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B. <u>Timber 61.86%</u>
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = <u>30.98 x .6186 = 19.16</u> x
" " forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S ₁	M	Product	Mean actual shear aft	Mean standard shear aft
A.P.		1					1				
$\frac{1}{6}$ L from A.P.		4					4				
$\frac{2}{6}$ L "		2					2				
Amidships		4					4				
$\frac{2}{6}$ L from F.P.		2					2				
$\frac{1}{6}$ L "		4					4				
F.P.		1					1				
Total											

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$ -67

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.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)		32.25
Addition for Winter and Winter North Atlantic Freeboard.				Correction for coefficient		33.91 x
Depth to Freeboard Deck = <u>19.90</u>		Displacement in salt water at summer load water line				
Summer freeboard = <u>1.67</u> x		$\Delta = 3915$		Depth Correction		<u>6.24</u>
Moulded draught (d) = <u>18.23</u>		Tons per inch immersion at summer load water line		Deduction for superstructures		<u>19.16</u> x
		T = <u>19.6</u>		Sheer correction		<u>.67</u> x
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>4.56</u> = <u>11.6</u> m		Deduction = $\frac{\Delta}{40T}$ inches = <u>5.0</u>		Round of Beam correction		<u>.23</u> x
Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{3} = 6.08$ = <u>154</u> m		<u>127</u> m		Correction for Thickness of Deck amidships		
				Other corrections, scantlings, etc.		
						<u>6.24</u> <u>20.06</u> <u>-13.82</u>
				Summer Freeboard = <u>20.09</u>		

TIMBER SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—				20.09" = 510 m/m	
Tropical Fresh Water Line above Centre of Disc				20.22	514
Fresh Water Line " "				15.66	398
Tropical Line " "				15.22	387
Winter Line below above " "				4.58	117
Winter North Atlantic Line " "				4.50	114
				10.66	271

15 MAR 1933

5m, 3.32.

F.W. 3915 = 5.0 27 m/m.
19.6 x 40

MARKING FORM

RECEIVED 181 MAR 1933

Foundation

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway									
Dimensions of Hatchway									
COAMINGS	Height above Deck ...								
	Thickness { Sides ...								
	{ Ends ...								
	Stiffeners								
	Brackets, Stays								
HATCH BEAMS	Number								
	Spacing								
	Scantling and Sketch ...								
	Bearing Surface								
FORE AND AFTERS	Number								
	Spacing								
	Unsupported Lengths ...								
	Scantling* and Sketch ...								
	Bearing Surface								
HATCH COVERS	Material								
	Thickness								
	How fitted								
	Bearing Surface								
Spacing of Cleats									
Number of Tarpaulins									

*Are wood fore and afters steel shod at all bearing surfaces?
 Are battens and wedges efficient and in good condition?
 Are tarpaulins in good condition and in accordance with rule requirements?
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles :—

Particulars of Companionways :—

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

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

Particulars of Gangway Cargo and Coaling Ports :—

Particulars of Scuppers and Sanitary Discharge Pipes :—

Particulars of Side Scuttles :—

Particulars of Guard Rails :—

Particulars of Gangways, Lifelines, etc. :—

SEE NEWCASTLE REPORT
 No. 88635

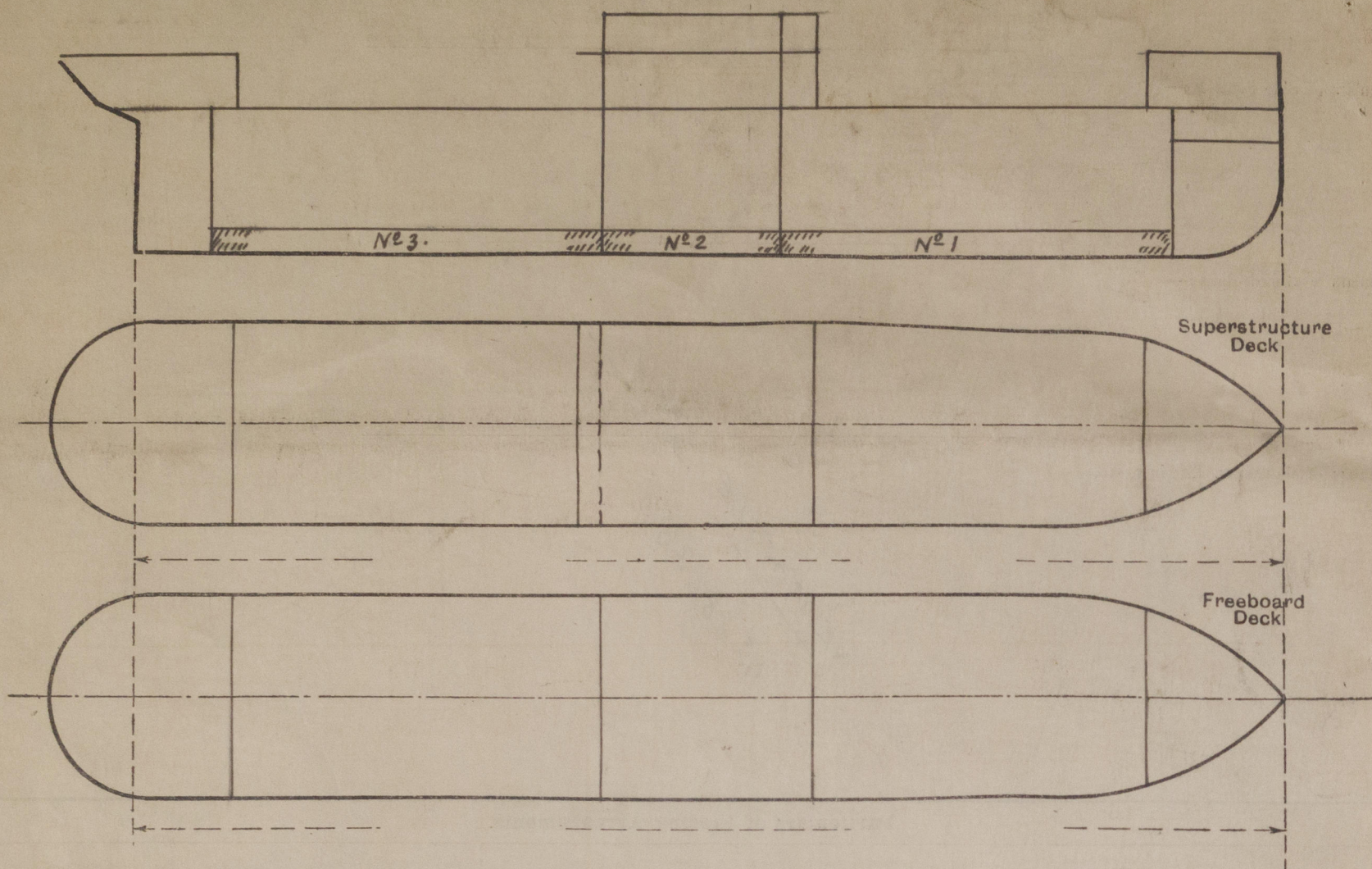
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well						
Forward Well						

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								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
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								
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 Freeboard or Raised Quarter Decks ...	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



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

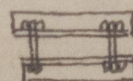
The vessel is now undergoing Special Survey N° 2 which will be completed here.

Timber Assignment

Rule 86. Vessel has poop & Forecastle.

87. Machinery casings on freeboard deck protected by superstructure
88. Double bottom tanks ^{within the ship's hull length} have ^{adequate} longitudinal watertight subdivisions
89. Bulwarks in wells 3' 4 1/2" high, bulwark rail 6" x 3" B.A., bulwark stays 6" x 3" B.A. spaced 6 ft apart
90. Steam steering gear amidships, leads in aft well behind bulwark stays, secondary means of steering on poop by means of tackles to capstan
91. Sockets fitted on stringer plates & 4 x 3 x 1/2" angles, 5 1/4" apart at intervals varying from 6 ft to 10 ft, welded to stringer

~~the~~ eye plates fitted ^{to the sheerstrake at}



^{intervals of not more than 10 feet and the distance from an end bulkhead of a superstructure to the first eyeplate is not more than 6' 6"}

Builder's name and yard number

Names of sister ships

Owners O/y Erling Steamship Co Ltd.

Fee £ : : :

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