

33245 (Similar)
Rpt. C.11.

23-8-33
NEWCASTLE-on-TYNE No. 88694.

Index. No. 33245
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tug					Port of Survey <u>Newcastle-on-Tyne</u>
Having <u>Poop, Bridge & Forecastle</u>					Date of Survey <u>1st June 1932</u>
(Type of Superstructures.)					Name of Surveyor <u>Alex. E. Stevenson</u>
Ship's Name <u>ROMNEY</u>	Nationality and Port of Registry <u>British London</u>	Official Number <u>161240</u>	Gross Tonnage <u>5840</u>	Date of Build <u>1929</u>	Particulars of Classification <u>+100 A.1</u>
Moulded Dimensions: Length <u>417.5</u> Breadth <u>56.79</u> Depth <u>30.5</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>13705</u> tons					
Coefficient of fineness for use with Tables <u>.780</u>					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<u>30.5</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>(30.54-27.83) 3.00 + 8.13</u>		Moulded Breadth (B)	<u>56.79</u>
Stringer plate ...	<u>.04</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u>		Standard Round of Beam = $\frac{B \times 12}{50}$	<u>13.63</u>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures <u>✓</u>		Ship's Round of Beam	<u>13.2</u>
Depth for Freeboard (D) =	<u>30.54</u>			Difference	<u>.13</u>
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L})$	<u>.13</u> (1970) <u>.01</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	36.75	36.75	7.75		36.75	Standard Height of Superstructure <u>7.50</u>
" overhang ...						" " R.Q.D. <u>✓</u>
R.Q.D. enclosed ...						Deduction for complete superstructure <u>42.06</u>
" overhang ...						Percentage covered $\frac{S}{L} = 80.30$
Bridge enclosed ...	259.5	259.50	7.5		259.50	" $\frac{S_1}{L} = 80.30$
" overhang aft ...						" $\frac{E}{L} = 80.30$
" overhang forward ...						Percentage from Table, Line A.
Forecastle enclosed open ...	36.0	39.00	7.5		39.00	(corrected for absence of forecastle (if required))
" overhang ...						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <u>31.78</u>
" forward ...						
Total ...	335.25	335.25			335.25	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	51.75	1		51.75	60	60.0	1		120.00	Mean actual sheer aft = <u>Green</u>
$\frac{1}{2}$ L from A.P. ...	23.03	4		92.12	26	26.07	4		104.28	Mean actual sheer forward = <u>Green</u>
$\frac{3}{8}$ L " ...	5.69	2		11.38	6.2	6.52	2		13.04	Mean standard sheer forward
Amidships ...	✓	4		-	✓	✓	4		-	Length of enclosed superstructure forward of amidships = <u>.31</u>
$\frac{3}{8}$ L from F.P. ...	11.38	2		22.76	13	13.03	2		26.06	" " aft of " = <u>.31</u>
$\frac{1}{2}$ L " ...	46.06	4		184.24	52	52.14	4		208.56	
F.P. ...	103.50	1		103.50	120	120.00	1		120.00	
Total ...				465.75					531.94	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{66.19}{18} \left(\frac{75-40.15}{2} \right) = -1.28$

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 = <u>30.54</u> Summer freeboard = <u>4.81</u> Moulded draught (d) = <u>25.73</u> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.43</u> <u>6.2</u> Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ <u>13670</u> Tons per inch immersion at summer load water line $T =$ <u>49.7</u> Deduction = $\frac{\Delta}{40T}$ inches = <u>6.88</u> <u>.7</u>	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <u>.78 + .62</u> <u>1.36</u> <table><tr><td>+</td><td>-</td></tr><tr><td>Depth Correction ...</td><td><u>8.13</u></td></tr><tr><td>Deduction for superstructures ...</td><td><u>31.78</u></td></tr><tr><td>Sheer correction ...</td><td><u>1.28</u></td></tr><tr><td>Round of Beam correction ...</td><td><u>.01</u></td></tr><tr><td>Correction for Thickness of Deck amidships ...</td><td></td></tr><tr><td>Other corrections, scantlings, etc. ...</td><td></td></tr><tr><td>Summer Freeboard</td><td><u>57.74</u></td></tr></table>	+	-	Depth Correction ...	<u>8.13</u>	Deduction for superstructures ...	<u>31.78</u>	Sheer correction ...	<u>1.28</u>	Round of Beam correction ...	<u>.01</u>	Correction for Thickness of Deck amidships ...		Other corrections, scantlings, etc. ...		Summer Freeboard	<u>57.74</u>
+	-																	
Depth Correction ...	<u>8.13</u>																	
Deduction for superstructures ...	<u>31.78</u>																	
Sheer correction ...	<u>1.28</u>																	
Round of Beam correction ...	<u>.01</u>																	
Correction for Thickness of Deck amidships ...																		
Other corrections, scantlings, etc. ...																		
Summer Freeboard	<u>57.74</u>																	

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

Tropical Fresh Water Line above Centre of Disc ...	<u>13.2</u>	Tropical Fresh Water Freeboard ...	<u>8.2</u>
Fresh Water Line " " ...	<u>7</u>	Fresh Water " " ...	<u>4.23</u>
Tropical Line " " ...	<u>6.2</u>	Tropical " " ...	<u>4.31</u>
Winter Line below " " ...	<u>6.2</u>	Winter " " ...	<u>5.44</u>
Winter North Atlantic Line " " ...	<u>✓</u>	Winter North Atlantic " " ...	<u>✓</u>

Romney

ISH SHOOT ON STARB SIDE

opening 2'-0" x 1'-7"

inside casing

18"

Bridge dia

Upper dia

Stakehold grannings covered by strong steel hinged covers. ✓
Funnel & sidley ventilators in efficient condition. ✓
Engine skylight of steel strongly constructed. ✓

none

on Poop deck, steel companion 3'-5" x 15'-8" x 6'-9" high, leading to poop space, ✓
hinged solid teak doors (1 3/4" thick), 4'-10" x 2'-0" with sill 12" above wood deck, ✓
doors operated from both sides.

on File deck	1 off 8" dia. coaming	18" x 26" led to fore peak.	on after dk. in aft well. 4 off 16" dia. coam. 30" x 39" led to hold.
" "	2 - 16" "	36" x 38" led to hold.	on Pump dk. 1 = 30" dia. 20" x 38" (about central dk.)
Bridge	2 - 16" "	36" x 38" "	
" "	2 - 18" "	36" x 38" "	led to Tunnel.
" "	4 - 16" "	30" x 38" "	
" "	2 - 12" "	30" x 38" led to Lower Bunkers.	Ventilators constructed in accordance with rules.
" "	4 - 18" "	30" x 38" led to hold.	Coamings closed with wood plugs & canvas covers.
" "	2 gunwales 3" dia. x 36" high.	led to stockade like lining.	

on upper dk in fore well.	2	c.1. goosenecks	3	dia 2.5 5" to opening from double bottom.
bridge deck.	2	"	3	" x 36" ✓
"	2	"	3	" x 12" ✓
"	2	"	3	" x 6" ✓
upper dk in aft well	2	"	3	" x 36" ✓
Roop decks	1	"	3	" x 8" ✓ from aft peak

none

A hand-drawn sketch of a bridge deck cross-section. The sketch shows a rectangular structure with a horizontal line labeled "Bridge d/c" and a diagonal line labeled "Upper d/c". An opening is indicated in the top right corner, with dimensions "2'-0\" x 1'-7\" inside casing" and a vertical dimension of "18\" from the top edge to the opening.


Poop space. 2 wc discharges port & S.S. through, poop sides, with storm valve at side.
 1 scupper port & 1 S.S. discharging thru ships side below upper deck with storm valve at ships side.
 Bridge space. 1 scupper port & 1 S.S. discharging thru ships side below upper deck with storm valve at ships side.
 1 scupper port & 1 S.S. discharging into lower hween decks, *enclosed by rounded plates*
 1 wc. discharge Starboard side, through bridge side with storm valve at side. brass storm valves
 Fide space 1 wc. discharge port side, through Fide side, with storm valve at side. Iron pipes. ✓

Substantially constructed side scuttles in poop & fore with hinged deadlights. ✓

Steel bulwarks on foreboard deck in wells, 3'-11" high, efficiently constructed & supported.

Guard rails on side deck	3'-6" high, with	2 rods & stanchions	5'-0" apart.
" " " Bridge "	3'-6" " "	3 " "	5'-6" "
" " " Poop "	3'-6" " "	2 " "	6'-0" "
" " " 8 ft gangways	3'-0" " "	2 wires "	6'-0" & 7'-3" (each side of gangway).

Gangway fitted from poop to bridge, and from bridge to fore-castle efficiently supported, having stanchions on each side as above.

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	42.0 42.6	3 - 11"	33" x 18" 	3	12.37 $\frac{1}{2}$	10.7 ✓
Forward Well	40.25 40.9	3 - 11"	33" x 18"	3	12.37 $\frac{1}{2}$	10.52 ✓

State position of each freeing port } After Well:— 7'-6", 18'-0" & 28'-3" from Bridge aft bld. }
(F. and A. position and height above deck edge) { Forward Well:— 6'-6", 14'-9" & 23'-0" from Bridge front bld. } 12" above deck.

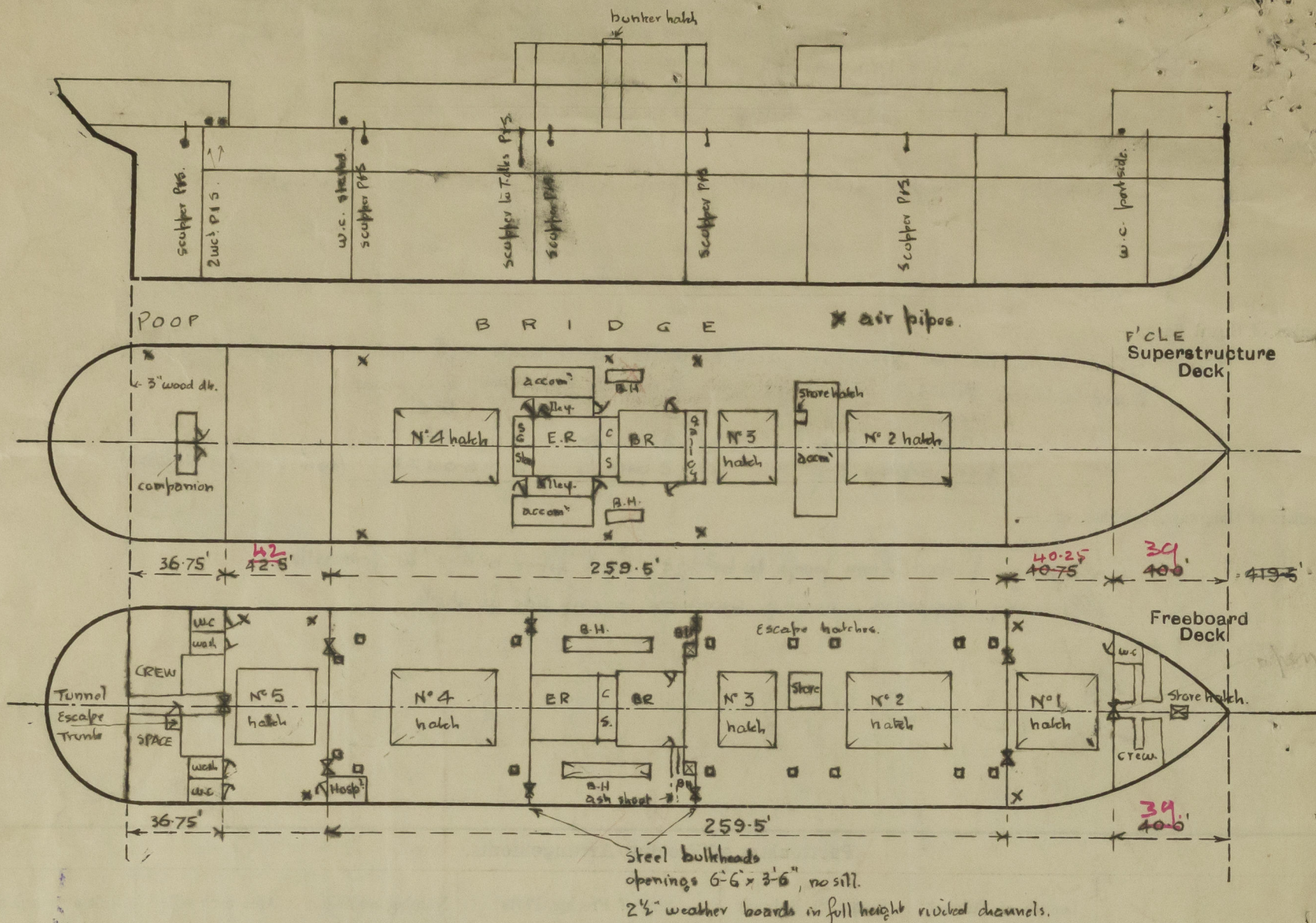
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
1 horizontal rod at centre of each port

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	42" ✓	38" ✓	7" x 3" x 40 L ✓	30"	Bkts top & flw. SK centre	5'-10" x 1'-10" (4) ✓ 5'-1" x 3'-3" (1) ✓	18" ✓ 18" ✓	7'-6" ✓
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	-	30" ✓	3" flange ✓	30"	top brackets on all stiff.	4'-10" x 2'-4" (4) ✓ 5'-0" x 4'-0" (2) ✓	18" ✓ 18" ✓	7'-6" ✓
Bridge, Forward Bulkhead	44" ✓	40" ✓	9" x 3" BA ✓	30"	Bkts top & botm.	5'-0" x 3'-2" (2) ✓	19" ✓	7'-6" ✓
Forecastle Bulkhead	-	26" ✓	3" flange ✓	42"	-	SK centre 4'-10" x 1'-10" (1) ✓ 5'-0" x 3'-6" (1) ✓	18" ✓ 18" ✓	7'-6" ✓
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks	36" ✓	30" ✓	3" x 2 1/2" x 26" ✓	32"	To Br. Room fore and aft; aft end alley	4'-6" x 2'-0" (2) ✓ 4'-6" x 2'-0" (2) ✓ 4'-10" x 2'-0" (2) ✓	19" ✓ 18" ✓ 18" ✓	7'-6" ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	30" ✓	26" ✓	3 1/2" x 3" x 30" ✓	30"	-	To Br. R. 2'-6" x 2'-0" (2) ✓	15" ✓	7'-6" ✓
Deckhouses on Flush Deck Ships ...								

Poop Bulkhead	To sidehouses. Hinged solid teak doors ($1\frac{1}{4}$ " thick), secured from both sides at centre. $2\frac{1}{2}$ " weather boards in full height raked channels. ✓
Raised Quarter Deck Bulkhead	$2\frac{1}{2}$ " weather boards in full height raked channels. W.T. door (steel) opened from both sides. ✓
Bridge, After Bulkhead	to Hospital starboard side. Hinged solid teak door ($1\frac{3}{4}$ " thick) secured from both sides. ✓
Bridge, Forward Bulkhead	Portable plates secured by bolts through plate & bulkhead. Hinged steel weatherlight doors opened from both sides. ✓
Forecastle Bulkhead	centre open. ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Port side. Hinged solid teak door ($1\frac{3}{4}$ " thick), secured from both sides. ✓
Exposed Machinery Casings on Superstructure Decks	To Boiler Room. Hinged steel doors secured inside only. opened from both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	To fore end alleyway after hinged steel doors, secured from both sides. ✓ To aft end alleyway hinged solid teak doors ($1\frac{3}{4}$ " thick) secured from both sides. ✓ To Engine Room in alleyway. hinged solid teak doors ($1\frac{3}{4}$ " thick) secured from both sides. ✓
Deckhouses on Flush Deck Ships	→ Hinged steel doors, secured from both sides. ✓

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:—



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

Timber assignment not required

Vessel surveyed in dry dock, at condition survey.

OUT

Builder's name and yard number *R. Duncan & Co. Ltd. Port Glasgow.*

Names of sister ships *CHAUVER*

Owners *Bolton Str. Shpgs Co. Ltd.*

Fee £ *13* : *12* : *0*

Received by me

OUT



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