

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tug

having POOP, BRIDGE, FORECASTLE. Port of Survey Newcastle.

Leon de Borvo (Type of Superstructures.) 4991 by 12/28/4/49

Ship's Name BARRINGTON COURT. Nationality and Port of Registry BRITISH LONDON. Official Number 147722 Gross Tonnage 4916 Date of Build 1924. 9.

Name of Surveyor John A. Rowson

Moulded Dimensions: Length 395.3 Breadth 53.0 Depth 29.04

Moulded displacement at moulded draught = 85 per cent. of moulded depth 11670 tons

Coefficient of fineness for use with Tables .790

Particulars of Classification +100. A1.

55 B.L. No 1-28.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>29.04</u>	(a) Where D is greater than Table depth (D-Table depth) R = $(29.04 - 26.35) 3.00$ $= + 8.16"$ ✓	Moulded Breadth (B) <u>53.00</u>
Stringer plate <u>.03</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>/</u>	Standard Round of Beam = $\frac{B \times 12}{50} = 12.72$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ ✓	If restricted by superstructures <u>/</u>	Ship's Round of Beam = <u>13.</u>
Depth for Freeboard (D) = <u>29.07</u>		Difference <u>Enclosed .28'</u>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.28}{4} \times .485 = -.03"$

DEDUCTION FOR SUPERSTRUCTURES.

Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop enclosed <u>46.00</u>	<u>46.0</u>	<u>8.0</u>	✓	<u>46.00</u>	<u>7.453</u>
" overhang	<u>/</u>				" " R.Q.D. ✓
R.Q.D. enclosed	<u>/</u>				Deduction for complete superstructure <u>41.69"</u>
" overhang	<u>/</u>				Percentage covered $\frac{S}{L} = 51.56\%$
Bridge enclosed... .. <u>118.19</u>	<u>118.19</u>	<u>8.0</u>	✓	<u>118.19</u>	" " $\frac{S_1}{L} = 51.50\%$
" overhang aft <u>.98</u>	<u>.73</u>			<u>.73</u>	" " $\frac{E}{L} = 51.50\%$
" overhang forward	<u>/</u>				Percentage from Table, Line A.
Fore enclosed <u>38.67</u>	<u>38.67</u>	<u>8.0</u>	✓	<u>38.67</u>	(corrected for absence of forecastle (if required)) ✓
" overhang	<u>/</u>				Percentage from Table, Line B.
Trunk aft	<u>/</u>				(corrected for absence of forecastle (if required)) <u>37.50%</u> ✓
" forward	<u>/</u>				Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...	<u>/</u>				Deduction = <u>41.69</u> x <u>.375</u> = <u>-15</u>
" " forward	<u>/</u>				
Total <u>203.84</u>	<u>203.59</u>			<u>203.59</u>	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft
A.P.	<u>49.53</u>	1		<u>49.53</u>	<u>60</u>	<u>60.00</u>	1		<u>60.00</u>	Mean standard sheer aft = <u>Success</u>
$\frac{1}{2}$ L from A.P. ...	<u>22.04</u>	4		<u>88.16</u>	<u>26</u>	<u>26.00</u>	4		<u>104.00</u>	Mean actual sheer forward = <u>Success</u>
$\frac{2}{3}$ L " ...	<u>5.45</u>	2		<u>10.90</u>	<u>6.5</u>	<u>6.50</u>	2		<u>13.00</u>	Mean standard sheer forward = <u>Success</u>
Amidships ...	<u>/</u>	4		<u>/</u>	<u>/</u>	<u>/</u>	4		<u>/</u>	Length of enclosed superstructure forward of amidships
$\frac{2}{3}$ L from F.P. ...	<u>10.90</u>	2		<u>21.80</u>	<u>12</u>	<u>12.00</u>	2		<u>24.00</u>	" " aft of "
$\frac{1}{2}$ L " ...	<u>44.08</u>	4		<u>176.32</u>	<u>49</u>	<u>49.00</u>	4		<u>196.00</u>	
F.P.	<u>99.06</u>	1		<u>99.06</u>	<u>113.5</u>	<u>113.50</u>	1		<u>113.50</u>	
Total ...				<u>445.77</u>					<u>510.50</u>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{44.73}{18} (.75 - .2578) = -1.77"$ ✓

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>29.07</u>
Summer freeboard =	<u>5.54</u>
Moulded draught (d) =	<u>23.53</u>

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.88 = 6"

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40 T}$ inches

TABULAR FREEBOARD corrected for Fresh Water.

Correction for coefficient

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

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

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

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS																
← FREEBOARD DECK →																
Description of Hatchway	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Dimensions of Hatchway	29.3	29.9	11.52	6.102	29.9	29.9	11.52	6.102	29.9	29.9	11.52	6.102	29.9	29.9	11.52	6.102
COAMINGS	Height above Deck	34.2	34.2	9	9	30	30	9	9	30	30	9	9	30	30	9
	Thickness	44	44	8A	8A	44	44	8A	8A	44	44	8A	8A	44	44	8A
	Stiffeners	7BA	8BA	✓	✓	8BA	7BA	✓	✓	8BA	7BA	✓	✓	8BA	7BA	✓
	Brackets, Stays	2-2	2-2	✓	✓	2-2	2-2	✓	✓	2-2	2-2	✓	✓	2-2	2-2	✓
HATCH BEAMS	Number	5	5	1	1	5	5	1	1	5	5	1	1	5	5	1
	Spacing	4-9	4-11	5-9	3-5	4-11	4-11	5-9	3-5	4-11	4-11	5-9	3-5	4-11	4-11	5-9
	Scantling and Sketch	18-9	18-9	14-9	11-6	18-9	18-9	14-9	11-6	18-9	18-9	14-9	11-6	18-9	18-9	14-9
	Bearing Surface	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3	3/3
FORE AND AFTERS	Number	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Spacing	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Unsupported Lengths	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Scantling and Sketch	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
HATCH COVERS	Material	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP	WP
	Thickness	25	25	25	25	25	25	25	25	25	25	25	25	25	25	25
	How fitted	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A	F-A
	Bearing Surface	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Spacing of Cleats	25	24	24	24	24	25	25	24	24	25	25	24	24	25	25	24
Number of Tarpaulins	2	2	1	1	2	2	1	1	2	2	1	1	2	2	1	1
*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 fiddley, funnel and ventilator coamings:—

Funnel, and fiddley vents in efficient condition.
 Sealings have hinges steel covers with securing clips.
 Engine skylight of steel strongly constructed.

Flush Bunker Scuttles:— none.

ays:— none.

Positions on freeboard and superstructure decks:—

diar. coaming 33" x 4" to fore peak.
 3/2 diar. " 36" x 36" to hold.
 3/2 " 36" x 36" to hold.
 3/2 " 36" x 36" to hold.
 1 1/2 diar. coaming 30" x 4" to funnel.

Vents have wood plugs and canvas covers.
 Poop Deck 2 vents 9" diar. coaming 30" x 4" to Poop.
 1 " 7 1/2 " " 30" x 4" to Poop.
 Bridge Deck 2 vents 23 1/2 " " 30" x 36" to hold.
 4 " 9 " " 30" x 30" to hold.
 2 Derrich Posts to holds.

Positions on freeboard, raised quarter, or superstructure decks:—

3" diar. 27" to top. 30" to bend. Fore Peak.
 3" " 24" " 27" " to B. Bottom.
 3" " 26" " 29" " to B. Bottom.
 3" " 26" " 29" " to B. Bottom.

all pipes have wood plugs.
 aft well: 4 SN. air pipes 3" diar. 26" to top. 29" to B.
 1 " " 3" " 24" " 27" to B.
 2 " " 3" " 26" " 29" to B.

and Coaling Ports:— none.



Particulars of Scuppers and Sanitary Discharge Pipes:—

Scuppers and sanitary discharges above and below
freeboard deck have strong storm valves.
2 Scuppers (1 each side) have storm valves on ship's side
and bolted plate on freeboard deck.

Particulars of Side Scuttles:—

Side Scuttles above freeboard deck have deadlights permanently
attached thereto.

Particulars of Guard Rails:—

Yale Deck. 2 tier rails. Dimensions 3'-9" high. Spaced 4'-6" apart.
Bridge Deck. 3 " " " 3'-3" " " 4'-6" "
Poop Deck. 2 " " " 3'-0" " " 4'-6" "

Particulars of Gangways, Lifelines, etc.:—

Provision made for fitting life line in forward
and after well.

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	99'-0"	4'-0"	3'-6" x 1'-8 1/2" rectangular	4	23.90 ϕ	19.50 ϕ
Forward Well	90'-0"	4'-0"	3'-6" x 1'-6 1/2" rectangular	4	21.50 ϕ	18.00 ϕ
State position of each freeing port (F: and A. position and height above deck edge) { After Well:— 1" 6'-9" : 2" 35'-5" : 3" 59'-0" : 4" 98'-0" aft of Bridge Bulkhead. { Forward Well:— 1" 6'-10" : 2" 28'-10" : 3" 52'-6" : 4" 75'-3" forward of Bridge Bulkhead. State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Survival doors fitted. 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 ... ..	.44	.44	6 x 3 = 40 L	30'	-	5'-10" x 3'-6"	18	8'-0"
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ... ..	.36	.36	3 x 3 1/2 = 36 L	34	-	4'-6" x 3'-6"	18	8'-0"
Bridge, Forward Bulkhead ... ..	.46	.46	9 x 3 1/2 = 50 L	30	Rup top Bottom	-	-	8'-0"
Forecastle Bulkhead ... ..	.26	.26	3 x 3 = 26 L	33	-	alleyway	-	8'-0"
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	.26	.36	3 1/2 x 3 = 26 L	34	-	-	-	8'-0"
Exposed Machinery Casings on Superstructure Decks ... ..	.30	.30	3 1/2 x 3 = 30 L	30'-36	-	5'-2" x 2'-3"	16	8'-3"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	.40	.26	3 1/2 x 3 = 30 L	30 - 36	-	5'-0" x 3'-0"	18	8'-0"
Deckhouses on Flush Deck Ships ...	✓							

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

Poop Bulkhead	3" weather boards in riveted channels full height.
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	3" weather boards in riveted channels full height.
Bridge, Forward Bulkhead	no openings
Forecastle Bulkhead	Open - (alley way in entire 4'-0" wide, no sill. Steel hinges doors to store room - see.)
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	no opening.
Exposed Machinery Casings on Superstructure Decks	Steel hinges doors, operated both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel hinges doors, operated both sides.
Deckhouses on Flush Deck Ships ...	✓

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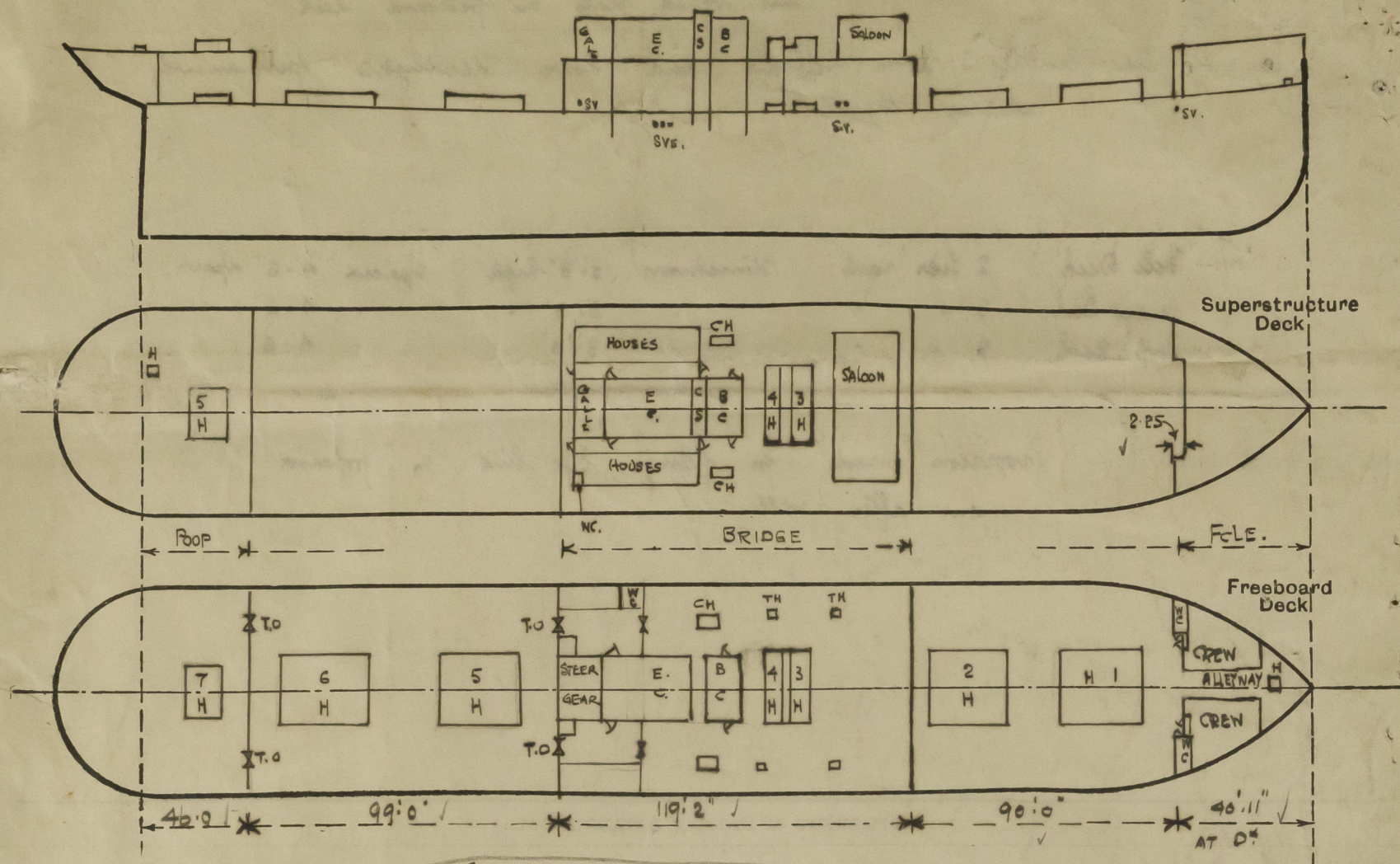


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Barrington Court

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:—



Bridge 119.17
 Beams 4.5 + 5.67 = .98
 26.00 118.19

State any special features in the construction of the ship:— Vessel examined in dry dock.
 Special Survey is being completed at this time
 No timber assignment required.

Tons per inch	Tons.
Draft 23' 8 1/2"	42.5
23' 0"	42.4
22' 0"	42.3
21' 0"	42.1
20' 0"	41.9
19' 0"	41.7

Builder's name and yard number Workman, Clark & Co. Ltd. Belfast.

Names of sister ships Arlington Court.

Owners United British S.S. Co. Ltd.

Fee £ 15 : 0 : 0

Received by me



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