

NEWCASTLE-ON-TYNE NO. 88617.
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Index No. 32952
(For London Office only.)

19 MAY 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker

Having complete shell deck with fore-castle.

Port of Survey Newcastle-on-Tyne

Date of Survey 13th May 1932.

Name of Surveyor Cliphurn

Particulars of Classification +100 A1.
With Foreboard.

Ship's Name *Islington Court*
Nationality and Port of Registry *British London*
Official Number *160599*
Gross Tonnage *6962*
Date of Build *1928-10*
Moulded Dimensions: Length *420.1* Breadth *56.16* Depth *36.37*
Moulded displacement at moulded draught = 85 per cent. of moulded depth *30.82* *16755* tons
Coefficient of fineness for use with Tables *.810* *30.92* *16882*

Depth for Freeboard (D)
Moulded depth ... *36.37*
Stringer plate ... *.68* ... *.06*
Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
Depth for Freeboard (D) = *36.43*

Depth correction
(a) Where D is greater than Table depth
(D-Table depth) R = $(36.43 - 28.01)3 = +25.26$
(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) *56.16*
Standard Round of Beam = $\frac{B \times 12}{50} = 13.48$
Ship's Round of Beam = *13.47* *13.75*
Difference *Excess .27*
Restricted to
Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.27^2}{4} (1 - .079) = +.06$

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 | | | | | |
| " overhang | | | | | |
| Bridge enclosed... | | | | | |
| " overhang aft ... | | | | | |
| " overhang forward | | | | | |
| Fore enclosed ... | <i>38.67</i> | <i>33.23</i> | <i>7.95</i> | <i>45.00</i> | <i>33.23</i> |
| " overhang <i>open</i> ... | | | | | |
| Trunk aft ... | | | | | |
| " forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| " " forward | | | | | |
| Total ... | <i>38.67</i> | <i>33.23</i> | | | <i>33.23</i> |

Standard Height of Superstructure *7.50*
" " R.Q.D. *✓*
Deduction for complete superstructure *42.00*
Percentage covered $\frac{S}{L} = \frac{38.67}{420.1} = 9.21$
" " $\frac{S_1}{L} = \frac{33.23}{420.1} = 7.91$
" " $\frac{E}{L} = \frac{33.23}{420.1} = 7.91$
Percentage from Table, Line A. *3.96*
(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 = $42.00 \times .040 = 1.68$

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|-------------------------------|-------------------|-----|---------------|-----------------|--------------------|-----|---------------|
| A.P. ... | <i>52.01</i> | 1 | <i>52.01</i> | <i>42.00</i> | <i>42.00</i> | 1 | <i>42.00</i> |
| $\frac{1}{4}$ L from A.P. ... | <i>23.15</i> | 4 | <i>92.60</i> | <i>18.96</i> | <i>18.96</i> | 4 | <i>75.84</i> |
| $\frac{3}{4}$ L " ... | <i>5.72</i> | 2 | <i>11.44</i> | <i>4.74</i> | <i>4.74</i> | 2 | <i>9.48</i> |
| Amidships ... | - | 4 | - | - | - | 4 | - |
| $\frac{3}{4}$ L from F.P. ... | <i>11.44</i> | 2 | <i>22.88</i> | <i>9.48</i> | <i>9.48</i> | 2 | <i>18.96</i> |
| $\frac{1}{4}$ L " ... | <i>46.29</i> | 4 | <i>185.16</i> | <i>37.92</i> | <i>37.92</i> | 4 | <i>151.68</i> |
| F.P. ... | <i>104.02</i> | 1 | <i>104.02</i> | <i>96.00</i> | <i>96.00</i> | 1 | <i>96.00</i> |
| Total ... | | | <i>468.11</i> | | | | <i>393.96</i> |

Mean actual sheer aft = *Deficient*
Mean standard sheer aft = *277.21* *238.20* *-85.92%*
277.21

Mean actual sheer forward = *Deficient* *85.92%*
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = *nil*
" " aft of " = *nil*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{74.15}{18} \left(\frac{75-.046}{18} \right) = +2.90$

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 = *36.43*
Summer freeboard = *9.50*
Moulded draught (d) = *26.93*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *6.73* *6.4*

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ *14617*
Tons per inch immersion at summer load water line
 $T =$ *48.58*

Deduction = $\frac{\Delta}{40T}$ inches = *7.52*
26' draft. Δ 13985. 2nd 48.46
27' " " 14565 " 48.58
28' " " 15140 " 48.71

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{81+68}{1.36} = \frac{1.49}{1.36}$

| | + | - |
|---|--------------|-------------|
| Depth Correction ... | <i>25.26</i> | - |
| Deduction for superstructures ... | - | <i>1.68</i> |
| Sheer correction ... | <i>2.90</i> | - |
| Round of Beam correction ... | - | <i>.06</i> |
| Correction for Thickness of Deck amidships ... | - | - |
| Other corrections, scantlings, etc. to correspond with present beam draught | <i>2.30</i> | - |
| | <i>30.46</i> | <i>1.74</i> |

Summer Free

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

| | |
|--|---------------|
| Tropical Fresh Water Line above Centre of Disc ... | <i>14 1/2</i> |
| Fresh Water Line " " ... | <i>7 1/2</i> |
| Tropical Line " " ... | <i>6 3/4</i> |
| Winter Line below " " ... | <i>6 3/4</i> |
| Winter North Atlantic Line " " ... | - |

| | |
|------------------------------------|---|
| Tropical Fresh Water Freeboard ... | - |
| Fresh Water " " ... | - |
| Tropical " " ... | - |
| Winter " " ... | - |
| Winter North Atlantic " " ... | - |

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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. | BUNKERS. | | STORE | CASING |
| Dimensions of Hatchway | ... | ... | 3'-10" x 2'-10" | 30'-4" x 20' | 30'-4" x 20' | 14'-0" x 18'-0" | 30'-4" x 20' | 30'-4" x 20' | 8'-0" x 20' | 1 OFF | 2 OFF | SHOOT. |
| COAMINGS | Height above Deck | ... | 9 x 3 x 4 1/2 | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" | 30" |
| | Thickness | { Sides | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" |
| | Stiffeners | { Ends | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" | 1/4" |
| | Brackets, Stays | ... | 7 x 3 x 40 B.A. | 3-2" dia | | | | | | | | |
| HATCH BEAMS | Number | ... | 5 | 5 | 5 | 5 | 5 | 5 | | | | |
| | Spacing | ... | 5'-0 1/2" | 4'-8" | 5'-0 1/2" | 5'-0 1/2" | 5'-0 1/2" | 4'-0" | | | | |
| | Scantling and Sketch | ... | Plat 18" x 9" x 36" | angles 4 x 3 x 44 double | | | | | | | | |
| | Bearing Surface | ... | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | 3 1/2" | | | | |
| FORE AND AFTERS | Number | ... | | | | | | | | | | |
| | Spacing | ... | | | | | | | | | | |
| | Unsupported Lengths | ... | | | | | | | | | | |
| | Scantling* and Sketch | ... | | | | | | | | | | |
| HATCH COVERS | Material | ... | W.R. | W.R. | | | | W.R. | W.R. | W.R. | W.R. | W.R. |
| | Thickness | ... | 2 1/2" | 2 1/4" | | | | 2 1/4" | 2 1/4" | 2 1/2" | 2 1/4" | 2 1/4" |
| | How fitted | ... | T | F + A. | | | | F + A. | F + A. | T. | T. | F + A. |
| | Bearing Surface | ... | 2 1/2" | 2 1/4" x 8" | | | | 3 x 4" | 3" | 3" | 3" | 3" |
| Spacing of Cleats | ... | ... | 22" | 24" | 24" | 24" | 24" | 20" | 21" | 26" | 26" | 24" |
| Number of Tarpaulins | ... | ... | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 |
| <p>*Are wood fore and afters steel shod at all bearing surfaces? <i>Yes.</i></p> <p>Are battens and wedges efficient and in good condition? <i>Yes.</i></p> <p>Are tarpaulins in good condition and in accordance with rule requirements? <i>Yes.</i></p> <p>Are lashings provided in accordance with rule requirements? <i>Yes.</i></p> | | | | | | | | | | | | |

Particulars of fiddle, funnel and ventilator coamings:— *Engine Room Skylight of Steel in good condition + strongly constructed.*
Funnel and Ventilators in good condition.
Fiddle gratings covered with hinged steel covers.

Particulars of Flush Bunker Scuttles:—

none.

Particulars of Companionways:—

Is crew quarters aft inside steel deck house. Opening 4'-9" x 23" x 16" sill.
An efficient door is not at present fitted. Two door required.
2 1/2" solid teak door capable of operation from both sides.

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

| | | | | | | | |
|--------------------|----------------|----------|-----------------------|-----------------|-------------|----------|--------------|
| On Forecastle deck | 1 @ 8 1/4" dia | 36" high | 34" to F. Peak Store. | On Shelter deck | 4 @ 24" dia | 30" high | 40" to hold. |
| " Shelter | 2 @ 18" | 36" | 40" to Hold. | " " | 2 @ 12" | 30" | 36" Bunkers. |
| " " | 6 @ 24" | 30" | 40" | | | | |
| " " | 2 @ 18" | 30" | 40" | | | | |
| " " | 2 @ 10" | 30" | 36" Truss decks. | | | | |
| " " | 2 @ 10" | 30" | 36" Bunkers. | | | | |
| " " | 4 @ 15" | 30" | 35" Hold. | | | | |

All ventilators fitted with wood plugs and canvas covers.

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

| | | |
|--------------------|----------------|----------------------------|
| On Forecastle deck | 1 @ 3 1/2" dia | 32" to mouth to Fore peak. |
| " " | 1 @ 3 1/2" | 32" " " " C. D. B. |
| " Shelter | 8 @ 3 1/2" | 32 1/2" " " " " |
| " " | 10 @ 4" | 32 1/2" " " " " |
| " " | 8 @ 3" | 32 1/2" " " " " |
| " " | 2 @ 3 1/2" | 32" " " " after peak. |

Wood plugs provided for closing all air pipes

Way Cargo and Coaling Ports:—

none.



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Tilsington Court

Particulars of Scuppers and Sanitary Discharge Pipes

Sanitary discharges from crew space aft in second deck fitted with malleable cast iron non-return valves at the ship's side

Particulars of Side Scuttles:

Side lights in Forecastle and Treen decks aft fitted with strong hinged deadlights. ✓

Particulars of Guard Rails:—

Rails on Forecastle deck 3'-3" high: 3 wds. stanchions spaced 4'-6" to 5'-0" apart. ✓
" " Shelter " 3'-5" " 3 wds " 4'-9" - 5'-0" ✓

Particulars of Gangways, Lifelines, etc.:—

Lifelines provided all fore and after on freeboard deck

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:—

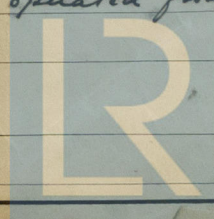
Additional area where sheer is less than standard.

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 | ✓ | 128" ✓ | 3' 2 1/2" x 30 ✓ | 32" ✓ | ✓ | 6 @ 4'-11" x 24" ✓ | 18" ✓ | 7'-6" ✓ |
| Trunk, Aft | | | | | | | | |
| Trunk, Forward | | | | | | | | |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | 42" ✓ | 56" ✓ | 4 1/2" x 3 x 34 ✓ | 32" ✓ | Bk5 at Top. | 2 @ 4'-9" x 24" ✓ | 17" ✓ | 7'-6" ✓ |
| Exposed Machinery Casings on Super-structure 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 | 6 Teakwood doors 1 1/2" frame 1 1/2" panel with lock and handle operated from both sides, under 1 1/2" dk. ✓ |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | 2 ordinary steel hinged doors with lock and handle operated from both sides. ✓ |
| Exposed Machinery Casings on Super-structure Decks | |
| Machinery Casings within Superstructures not fitted with Class I Closing Appliances | |
| Deckhouses on Flush Deck Ships ... | |



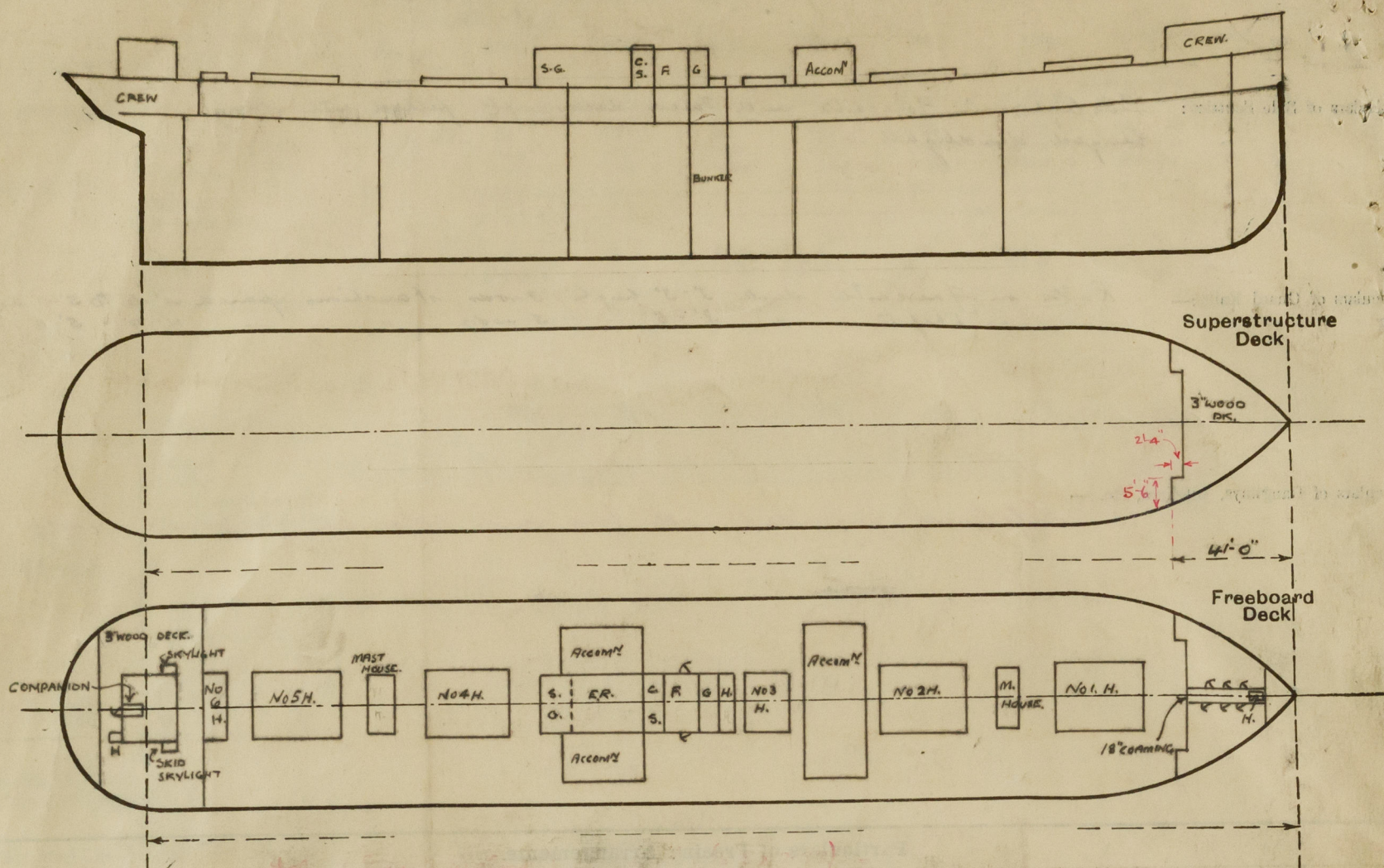
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Wilmington Court

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:—

2 Steel Skid Skylights to crew's quarters aft. on shelter deck 24" x 21" with hinged flap fastened with quadrant and pin. ✓

Vessel measured afloat.

26.93' summer mid det. (Keel 2") = 27.09' BK. $\Delta^s @ 27.03' BK = 14565$ T.P.1 = 48.58.
 $\Delta^s @ 27.09' = 14565 + 52 = 14617$

Builder's name and yard number *Armstrong, Whitehead & Co. Ltd Newcastle* No. 1040.

Names of sister ships

Owners *United British Steamship Co. Ltd (Halden Phillips Mgrs)*

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