

CARDIFF

44839 19 JAN 1929

Index No. (For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Cardiff
Date of Survey 18th January, 1929
Name of Surveyor E. J. Brimblecombe

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"GEDDINGTON COURT"	London	160564		1928 9 mo	+100 A1 with freeboard
Number in Register Book	90270 Supp. British				

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	420.1	56.5	33.8	6562.20
Length on LOADLINE.	420.1	Frame Depth $\frac{1}{2}$ Rule " $\frac{5}{6}$	Ceiling +20 Sheer +.38	Peak } Incl'd Tanks } Rise of D.B. aft +5 Tons
CORRECTED DIMENSIONS.	420.1	55.6	34.38	6567.20

Co-efficient of fineness..... 819
Any modification necessary } C.D.B.
[Para. 4 (a) to (e)]* }
Co-efficient as corrected 80

Sheer { Stem..... 96 }
at { Sternpost ... 48 }
 $1444 \div 2 = 72$... Mean
Sheer at $\frac{1}{8}$ of the length from { Stem 48.38 }
Sternpost 24.00 } $4238 \div 2 = 36.19$.. Mean
Gradual mean Sheer 65.80
Standard mean Sheer [Table, Para. 18] 52.01 Correction
Difference..... $13.79 \div 4 = 3.45$
§ If limited as Para. 18 (f) $- 3\frac{1}{2}$ "

Rise in Sheer { At front of bridge house..... ✓
from amidships { At after end of forecastle ✓
[Para. 18 (e)]

¶ Fall in Sheer }
Para. 18 (d) } $\div 2 =$
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....
Correction for Length, if required (Para. 12, 13, and 14)

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)

Difference
Percentage as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	41.7	—	7-6
Bridge House	—	—	—
† Raised Qr. Dk.....	—	—	—
Poop.....	—	—	—
Total			

Length of Ship
Corresponding percentage {
(Para. 11, 12, 13, or 14) }

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ~~Wood~~ (Steel) Deck:—

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...	...	...
Winter Line	below	"	"	...	...	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...	...	...

† If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

Red from Boat Trade by phone 2/1/29
Moulded Depth as measured..... 36-4 1/2
Rule wood dk less St. 3 1/2
36-1 to me
Addition for Keel below base line for draught record..... inches.

NOTE.—If the depth is measure when vessel is afloat, the details of measurement should be reported.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 420.1
Length in Table 433.0
Difference 12.9
Correction for 10ft., Table A. 1.4 Table C.
× Difference divided by 10 2.4 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 $- 2\frac{1}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered
Thickness of usual wood deck, less stringer In med. depths

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 56.0
Round of Beam 14
Normal round..... 14
Difference $\div 2 =$
Proportion of Deck uncovered (Para. 19)

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A 10-2 1/2
Correction for Sheer -3 1/2
9-11
Correction for Length -2 1/4
9-8 3/4
Allowance for Deck Erections ✓
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Iron Deck (if required) allowed in reduced med. depths
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) }
Other Corrections (if any) }
To the approved summer moulded draught of 26-10" } +4
10-0 3/4
Winter Freeboard 10-0 3/4 ✓
Summer Freeboard 9-6 3/4
Indian Summer Freeboard 9-0 3/4
N.A. Winter Freeboard

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wooden~~ steel deck with side. +1 3/4"

Winter Freeboard from deck line 10-2 1/2
Summer " " " " 9-8 1/2
Indian Summer " " " " 9-2 1/2
N.A. Winter " " " "

9-8 1/2

6 1/2

6"

6"

—

† State dimensions of freeing port area on back of this form.

† The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.

Superstructure
 Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? Bridge House? Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Bulk Angle Frames*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?
 Give particulars of the means for closing the openings in Bulkhead
 What is the thickness of the Bridge Front plating? and Coaming plate?
 Give scantlings and spacing of the Stiffeners
 Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?
 Has the Bridge House an efficient Iron Bulkhead at the after end?
 How are the openings closed?
 Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient *Steel* Iron or Wood Bulk'd. at after end? *Yes*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Steel Casings partly surrounded by houses*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes*
 Give thickness of plating; scantlings and spacing of Stiffeners *.34 and .38 Stiffeners 18. 3x3x32 spaced about 30"*
 What is the height of the exposed Casings? *7-6* Are suitable means provided for closing all openings in them in bad weather? *Yes*

Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:—											
Superstructure Deck											
Position and Size.		No. 1. 30'-4" x 20'-0"				No. 2. 30'-4" x 20'-0"		No. 3. 14'-0" x 18'-0"		No. 4. 30'-4" x 20'-0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"	18"	31"		31"		31"		31"	
	Thickness	Sides.....	.45	.44	.44	.44		.44		.44	
		Ends.....	.45	.44	.44		.44		.44		.44
SHIFTING BEAMS OR WEB PLATES.	Number	One	One	5		5		2		5	
	Section and Scantlings	Plate 18"x.50 Angles 4"x3"x.50	18"x.36 Angles 4"x3"x.44	18"x.36 5.4"x3"x.44		Old No 1.		16"x.36 5.4"x3"x.44		20 No. 1	
	Material	Steel	Steel								
* FORE AND AFTERS.	Number	None	None	NIL		NIL		NIL		NIL	
	Section and Scantlings										
	Material										
HATCHES Thickness		2 1/2"	2 1/2"	2 1/2"		2 1/2"		2 1/2"		2 1/2"	
Remarks.....		Ends of Hatch stiffened by 7"x3"x.50 BA. 7 1/2" A.									

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? _____ Strake between Main and Bridge Sheerstrakes? _____

Delete the words that do not apply { The Crew ~~are, are not~~, berthed in the bridge house.
The arrangements to enable them to get backwards and forwards from their quarters ~~are, are not~~ satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = — Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) =	Sq. ft.
	×		×			
	×		×			

Total deficiency or excess = \checkmark Sq. ft.

The tonnage opening in the Shelter dk has been made into an ordinary cargo hatch - particulars shown above.

The freeing ports in the tonnage well have been closed by riveted plates. The four overboard scuppers from the 'tween decks each side have been closed by riveted spigot patches, the storm valves removed, and pipes led from the 'tween dk scuppers to the bilges.

Show hereon line of Floors or Tank Top with position of any Breaks in same ; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel.

Builder's name and yard number Northumberland S.B. Co (1927), Ltd., Newcastle.

Names of sister vessels "Sinnington Court", "Rossington Court", "Tilsington Court", "Quarrington Court".

Owners United British S.S. Co Ltd (Haldim & Co. Ltd. Indrs)

„ Address

for re-assignment

Fee £ 4 : 4 : 0 as Received by me 22.1.29 600/-
charged for sister vessel "Rosington Court" — See 4th letter M, 13/10/28.

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Foundation