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Newcastle-on-Tyne

88871

12 JUL 1932

WRECK BAY

No. 1722

32874

Index No.

(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

CLOSED SHELTER OK

Port of Survey NEWCASTLE

(Type of Superstructures.)

Date of Survey 8th JULY 1932

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
ROSSINGTON COURT	BRITISH LONDON	160585	6922	1928.10

Name of Surveyor J. Young

Moulded Dimensions: Length 420.0 ✓ Breadth 56.16 ✓ Depth 36'-4 1/2" ✓
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16755 tons
Coefficient of fineness for use with Tables 804 ✓

Particulars of Classification + 100 A.1.

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	36.37	(a) Where D is greater than Table depth (D - Table depth) R = (36.42 - 28.00) 3 8.42 x 3 = 25.26.		Moulded Breadth (B)	56.16
Upper plate	.05	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	13.48
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam	13 3/4
Depth for Freeboard (D) =	36.42			Difference	.27
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	= 27 (9409) .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 ...					
F'cle enclosed ...	28.66	24.93	7'-6"		24.93
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	28.66	24.93			24.93

Standard Height of Superstructure 7.50

R.Q.D.

Deduction for complete superstructure 42.00

Percentage covered $\frac{S}{L} = 6.82\%$ $\frac{S_1}{L} = 5.93\%$ $\frac{E}{L} = 5.93\%$

Percentage from Table, Line A. 2.96

(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 = 1.24

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	52.00	1		52.00	48.25	48.25	1		48.25
1/4 L from A.P. ...	23.14	4		92.56	21.5	18.76	4		75.04
3/4 L " ...	5.72	2		11.44	5.25	4.69	2		9.38
Amidships ...		4			0		4		
3/4 L from F.P. ...	11.44	2		22.88	10.25	9.68	2		19.36
1/4 L " ...	46.28	4		185.12	43.0	38.71	4		154.84
F.P. ...	104.00	1		104.00	96.0	96.00	1		96.00
Total ...				468.00					402.87

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

If limited on account of midship superstructure.

Mean actual sheer aft = Deficient

Mean standard sheer aft

Mean actual sheer forward = Deficient

Mean standard sheer forward

Length of enclosed superstructure forward of amidships =

aft of " =

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 36.42
Summer freeboard = 9.50
Moulded draught (d) = 26.92

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.73 - 6 3/4

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 14550$

Tons per inch immersion at summer load water line

T = 48.55

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

= 7.5

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	25.26	
Deduction for superstructures		1.24
Sheer correction	2.59	
Round of Beam correction		.06
Correction for Thickness of Deck amidships	2.55	
Other corrections, scantlings, etc.		
	30.40	1.30

Summer Freeboard = 114.00

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

Tropical Fresh Water Line above Centre of Disc	14' 1/4
Fresh Water Line	7' 1/2
Tropical Line	6' 3/4
Winter Line below	6' 1/4
Winter North Atlantic Line	

Tropical Fresh Water Freeboard	9' 6"
Fresh Water	8' 3 3/4"
Tropical	8' 10 1/2"
Winter	8' 11 1/4"
Winter North Atlantic	10' 0 3/4"

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
SHELTER DK.										
UNDER FOUL										
Description of Hatchway	Nº 1	Nº 2	Nº 3	Nº 4	Nº 5	Nº 5a	TO FORE PEAK STORE	GROSS BUNKER.	BUNKER HATCH PLS.	BUNKER HATCH CLOSING TOP
Dimensions of Hatchway	30'4" x 20'0"	30'4" x 20'0"	14'0" x 18'0"	30'4" x 20'0"	30'4" x 20'0"	30'4" x 20'0"	4'0" x 3'0"	6'6" x 18'0"	6'10" x 4'6"	7'6" x 16'0"
COAMINGS	Height above Deck	2'7"	2'7"	2'7"	2'7"	2'7"	9"	2'6"	2'6"	3'2"
	Thickness	44	44	44	44	44	44	44	44	44
	Stiffeners	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.	7" x 3" B.A.
	Brackets, Stays	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.	2 @ 2" dia.
HATCH BEAMS	Number	5	5	2	5	5	4	1	1	1
	Spacing	5'1"	5'1"	4'8"	5'1"	5'1"	4'4"	4'4"	4'4"	4'4"
	Scantling and Sketch	18" to 9 1/2" 36	AS Nº 1	16" to 8" 34	AS Nº 1	AS Nº 1	18" to 9" 48	3'4" x 3'6" 2'6" high 40		
	Bearing Surface	4' x 3' x 4" 3"	3"	4' x 3' x 4" 3"	3"	3"	4' x 3' x 4" 3"	3"		
FORE AND AFTERS	Number									
	Spacing									
	Unsupported Lengths									
	Scantling* and Sketch									
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"
	How fitted	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"
Spacing of Cleats	24	24	24	24	24	24	24	22	24	22
Number of Tarpaulins	2	2	2	2	2	2	2	2	2	2
<p>*Are wood fore and afters steel shod at all bearing surfaces? YES.</p> <p>Are battens and wedges efficient and in good condition? YES.</p> <p>Are tarpaulins in good condition and in accordance with rule requirements? YES.</p> <p>Are lashings provided in accordance with rule requirements? YES.</p>										

Particulars of fiddle, funnel and ventilator coamings:—

Fiddle gratings are protected by hinged steel plate covers.

Funnel & Vents are in efficient condition

E.R. Skylight is strongly constructed of steel

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

In Poop deck house at aft end. Entrance to Crew Space on Upper D opening 2'3" x 4'8" Sill 20". Leak Door 1 1/8" solid.

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

3 Shelter Dk to F.P. Store 8" diam. 3'0" high.

3 Shelter Dk to Wº 1 & 2 Holds 18" x 24" diam 3'0" high.

Remainder of Holds 18" x 24" diam 2'6" high.

Bunkers 10" x 12" 2'6" high.

Funnel 12" 2'6" high.

Crew Spaces aft 8'6" 2'6" high.

Crew Spaces. 6" x 8" diam 2'10" above Wood Dk.

Vents are well constructed in accordance with Rule requirements.

Wood Plugs & Canvas Covers are on board

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

Fore Dk. to Fore Peak 3 1/2" diam 2'4" high.

" " " Wº 1 5" 23" "

Shelter Dk to D.B. Tanks 3 1/2" x 4" 24" "

" " aft Peak 4" 24" "

wood plugs provided for closing openings

Particulars of Gangway Cargo and Coaling Ports:—

None.



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Particulars of Scuppers and Sanitary Discharge Pipes —

Shelter Ok Scuppers are Collinson Type thro. deck and shell.
no scuppers from spaces under Shelter Ok.

Sanitary Discharges are all iron pipe with Brass Storm Valves.

Particulars of Side Scuttles:

Cross Spaces 10" diam with hinged iron deadlights.

Particulars of Guard Rails:—

Fore. Ok. 3'-4" high Stanchions spaced 4'-0" apart 3 Rails.
Shelter Ok. 3'-4" " " " 4'-6" " 3 "
Q Bulwark 3'-6" " Stays 8" B.P. " 6'-3" " Rail 7"x3" B.A.

Particulars of Gangways, Lifelines, etc.:—

~~None.~~

*Wire life lines set up with covers
have been fitted on the port & star sides
of the foreward decks all fore & aft*

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 Bulkhead30	.30	3½" x 3½" x .35	2'-6"	none	2'-0" x 4'-6"	18"	7'-6"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks45	.30	3" x 3" x .30	2'-6"	B&C top.	2'-0" x 4'-6"	18"	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	Hinged Steel doors. Operated both sides —
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Hinged Steel doors. Operated 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 ...	

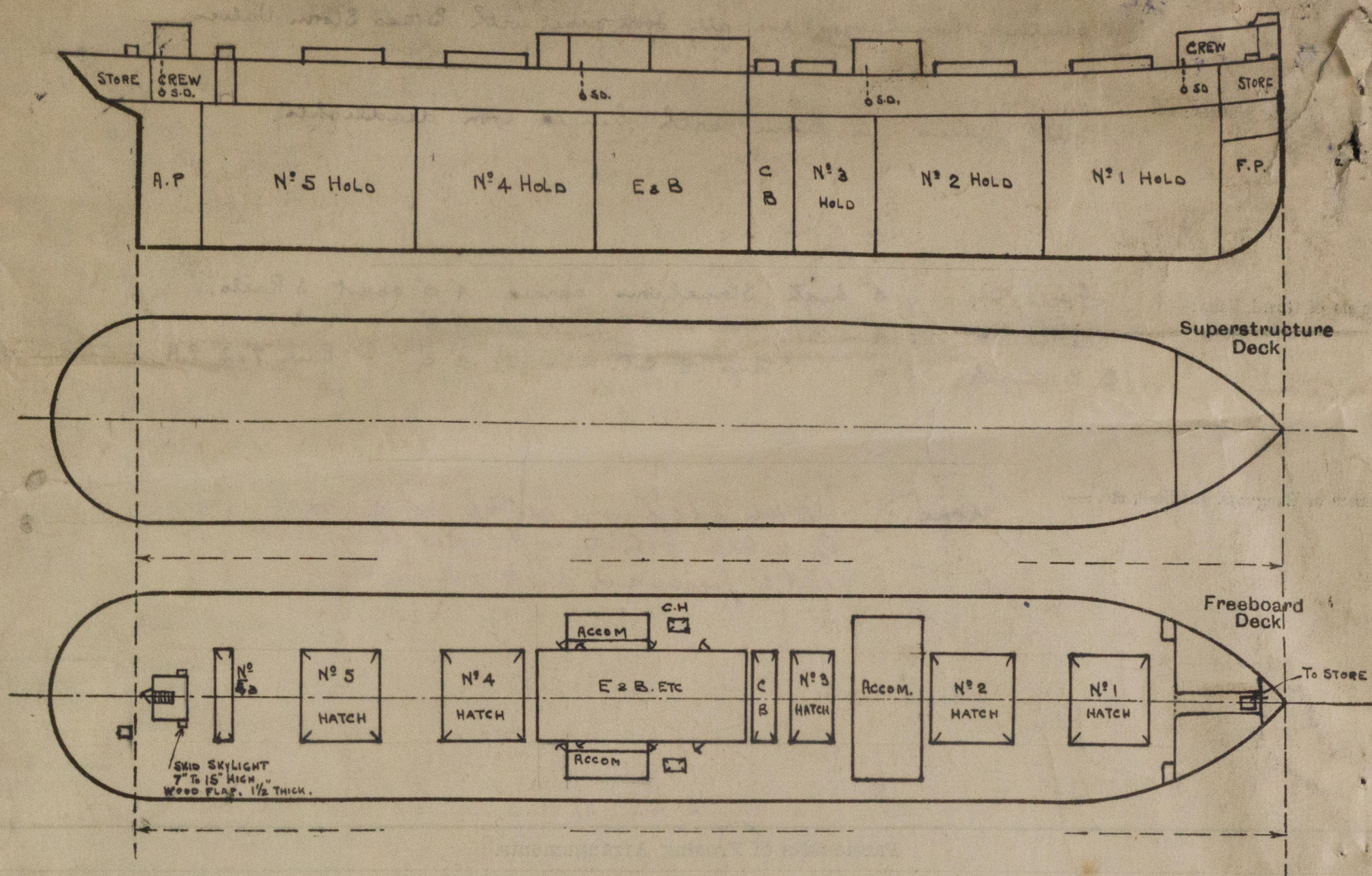
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangways, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the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



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

THE VESSEL WAS SURVEYED IN DRY DOCK.
AND IS UNDERGOING SPECIAL SURVEY.

Steel deck amidships.

FROM DEADWEIGHT SCALE

OMIT.

DRAFT	Δ	T.P.I.
24-0	12750	48.15
24-11½	13305	48.3
26-0	13909	48.45
27-0	14491	48.55

Builder's name and yard number. FAIRFIELD SHIPBUILDING & ENGINEERING CO. LTD. GOVAN.

Names of sister ships. TILSINGTON COURT.

Owners. UNITED BRITISH S. S. CO LTD (HALDIN & PHILLIPS LTD)

Fee £ 14 : 9 : 0 Received by me

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