

Rpt. C.11.

B.T. COPY

Newcastle-on-Tyne No. 88509.

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(For London Office only.)

29 APR 1932

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~having Raised Quarter Deck, Bridge & Forecastle
HOLDERNOOK V/S Nwo. 8, 2 pt. SS dam, 3. 46.Port of Survey Newcastle-on-TyneDate of Survey 26th April 1932Name of Surveyor Alex E. StevensonParticulars of Classification + 100A1

(Type of Superstructures.)

Ship's Name WESTOWN
CHANNEL QUEEN

Nationality and Port of Registry British London

Official Number 146138

Gross Tonnage 710

Date of Build 1921

Moulded Dimensions: Length 180.0' Breadth 28.0' Depth 14.5'

Moulded displacement at moulded draught = 85 per cent. of moulded depth 1320 tons

Coefficient of fineness for use with Tables .744

Depth for Freeboard (D)

Moulded depth 14.5'Stringer plate03

ing on exposed deck

$$T \left(\frac{L-S}{L} \right) =$$

Depth for Freeboard (D) = 14.53'

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R =

$$(14.53 - 12.00) \times 1.385 = 3.50$$

(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) 28.0'Standard Round of Beam = $\frac{B \times 12}{50} =$ 6.72Ship's Round of Beam = 7.00Difference inches .28

Restricted to

$$\text{Correction} = \frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.28^2}{4} \times 1.2222 = .02 \text{ inches}$$

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	<u>105.0'</u>	<u>105.00</u>	<u>4'-0"</u>		<u>105.00</u>
" overhang					
Bridge enclosed	<u>11.0'</u>	<u>11.00</u>	<u>7'-6"</u>		<u>11.00</u>
" overhang aft					
" overhang forward					
Forecastle enclosed	<u>24.0'</u>	<u>24.00</u>	<u>7'-0"</u>		<u>24.00</u>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<u>140.00</u>	<u>140.00</u>			<u>140.00</u>

Standard Height of Superstructure 6.0'" " R.Q.D. 3.53'Deduction for complete superstructure 24.00Percentage covered $\frac{S}{L} =$ 77.78" $\frac{S_1}{L} =$ 77.78" $\frac{E}{L} =$ 77.78Percentage from Table, Line A. 72.54

(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 = $.7254 \times 24.00 =$ 17.42

SHEER CORRECTION.

R.Q.D. ACTUAL HEIGHT 48.00
STANDARD 42.36EXCESS 5.64Mean actual sheer aft = EXCESS
Mean standard sheer aft = EXCESSMean actual sheer forward = EXCESS
Mean standard sheer forward = EXCESSLength of enclosed superstructure forward of amidships = .144" aft of " = .5SHEER AFT INCREASED BY VIRTUE OF INTAG
R.Q. DECK HAVING A HEIGHT IN EXCESS OF THE
STANDARD.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>28.00</u>	1		<u>28.00</u>	<u>42.42</u>	<u>44.64</u>	1		<u>44.64</u>
1/4 L from A.P.	<u>12.46</u>	4		<u>49.84</u>	<u>16.16</u>	<u>21.20</u>	4		<u>84.80</u>
" "	<u>3.08</u>	2		<u>6.16</u>	<u>4.06</u>	<u>5.24</u>	2		<u>10.48</u>
Amidships		4					4		
" from F.P.	<u>6.16</u>	2		<u>12.32</u>	<u>6.34</u>	<u>6.90</u>	2		<u>13.80</u>
1/4 L "	<u>24.92</u>	4		<u>99.68</u>	<u>27.27</u>	<u>27.65</u>	4		<u>110.60</u>
F.P.	<u>56.00</u>	1		<u>56.00</u>	<u>54.60</u>	<u>60.00</u>	1		<u>60.00</u>
Total				<u>252.00</u>					<u>324.32</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) = \frac{75.32}{18} \left(75 - \frac{3889}{3611} \right) = 61.51$ 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 = 18.53Summer freeboard = 4.44Moulded draught (d) = 14.09

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 3.52 3 1/2"

Addition for Winter North Atlantic Freeboard (if

required = 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$ 1552

Tons per inch immersion at summer load water line

T = 10.15Deduction = $\frac{\Delta}{40T}$ inches= 3.79= 3 3/4"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{1.424}{1.36} \times 19.80 =$ 19.8020.43Depth Correction 3.50Deduction for superstructures 17.42Sheer correction 1.51Round of Beam correction02Correction for Thickness of Deck amidships 48.00

Other corrections, scantlings, etc.

51.50 18.95 + 32.55Summer Freeboard = 53.28SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel Deck:-Tropical Fresh Water Line above Centre of Disc 4"Fresh Water Line " " 3 3/4"Tropical Line " " LIMITED 3 3/4"Winter Line below " " 3 3/4"Winter North Atlantic Line " " 5 1/4"Tropical Fresh Water Freeboard 4' 5 1/4"Fresh Water " " 4' 1 1/2"Tropical " " LIMITED 4' - 2"Winter " " 4' 8 3/4"Winter North Atlantic " " 4' - 10 3/4"

3 MAY 1932

28 MAR 1932

3 OCT 1932

5 JUN 1932

8 MAY 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		N ^o 1. on Upper dk.	N ^o 2 on R.Q.D.	Bunker hatch on casing top	shore hatch on upper deck to fore peak.	Hatch on R.Q.D. to aft peak.			
Dimensions of Hatchway		27'6" x 15'6"	29'4" x 15'6"	5'6" x 13'7"	21' x 21'	17' dia.			
COAMINGS	Height above Deck	39"	40"	coaming.	opening in wood deck	12"			
	Thickness { Sides	44"	44"	6 1/2" x 3" BA.		30"			
	{ Ends	44"	44"			(Bonged 2 1/2" at top)			
	Stiffeners ...	7" x 3" BA.	7" x 3" BA.						
Brackets, Stays		2 off 2" dia.	2 off 2" dia.						
HATCH BEAMS	Number ...	5	5						
	Spacing ...	4'-7"	4'-11"						
	Scantling and Sketch	7 1/2" x 14 1/8" x 34"	as No 1 hatch.						
	Bearing Surface	3 1/2"	3 1/2"						
FORE AND AFTERS	Number ...								
	Spacing ...								
	Unsupported Lengths								
	Scantling* and Sketch	none.	none.						
Bearing Surface									
HATCH COVERS	Material ...	wood	wood	wood	wood	steel			
	Thickness ...	2 1/2"	2 1/2"	2 1/2"	2 1/2"	30"			
	How fitted	8 x 2"	8 x 2"	8 x 2"	8 x 2"	2 1/2"			
	Bearing Surface	3" x 3 1/2"	3" x 3 1/2"	2 1/2"	1"				
Spacing of Cleats		22"	21"	24"	—	Bolts 5 1/2" apart			
Number of Tarpaulins		two	two	one	—	✓			
*Are wood fore and afters steel shod at all bearing surfaces? ✓ 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:—

Stokehold gratings covered by strong steel hinged covers. ✓
 Funnel & fiddley ventilators in efficient condition. ✓
 Engine skylight of steel strongly constructed. ✓

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

Entrance to enclosed bridge in steel house on bridge deck, strong hinged wood door 4'3" x 1'9",
 sill 18" above wood deck, door operated from both sides. ✓

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

on upper deck (in fore well) 1 vent. 12" dia. coaming 36" x 36" led to hold. } constructed in accordance with rules
 " R.Q.D. 1 vent 12" " " 36" x 36" " " } & coamings closed with wood plugs & ✓
 canvas covers.
 on Bridge deck 4 gooseneck vents 6" dia. by 8" to opening, led to officers accommodation in intact bridge space, (no closing
 provided with wood plugs secured by chains appliances)

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

on Fide deck 1 ci. gooseneck air pipe 3 1/2" dia, 4 1/2 high to opening from fore peak.
 " upper deck (ford) 2 " " " 2 1/2" " 36" " " double bottom
 " bridge " 2 " " " 2 1/2" " 14 1/2" " " (fitted outside of bulwark).
 " R.Q.D. 1 " " " 2 1/2" " 30" " " after peak. wood plugs secured by
 (no closing appliances fitted) chains provided for all
 air pipes

Particulars of Gangway Cargo and Coaling Ports:—



Particulars of Scuppers and Sanitary Discharge Pipes —

W.C. discharge from starboard side of side space, discharging below upper deck with m.c.l. storm valve.

Particulars of Side Scuttles:

Side scuttles in side space with hinged deadlights.

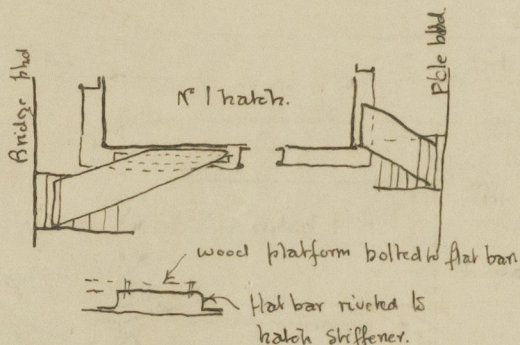
Particulars of Guard Rails:—

Bulwarks on freeboard deck in well 3-9 high & on R.A.D. 3-6 high as below.

Bulwark on Bridge deck 3-3 high.

Guard rails on side deck 3-4 high, having two rods & stanchions 3-9 apart.

Particulars of Gangways, Lifelines, etc.:—



On starboard side of fore well. 18" x 2 1/2" wood platform from bridge & side ladders as shown, at height of hatches, with manila lifeline through stanchions fitted in hatch side stiffener, connected to ladder runners & tightened by manila springs.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Well ... R.A.D. ...	105-0	3-6	2-3" x 1-3" 2-3" x 1-3"	4 4	11.25 11.25	21.-
Forward Well ...	40-0	3-9	2-7" x 1-6"	3	11.61	10 1/2
State position of each freeing port ... (F. and A. position and height above deck edge) { After Well: 6-4, 24-8, 43-0, & 60-0 from Bridge aft bld. Forward Well: 2-0, 16-9, & 28-9 from Bridge fore bld. } 9" above deck State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Ports fitted with 2 horiz rods 6" apart ✓ Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

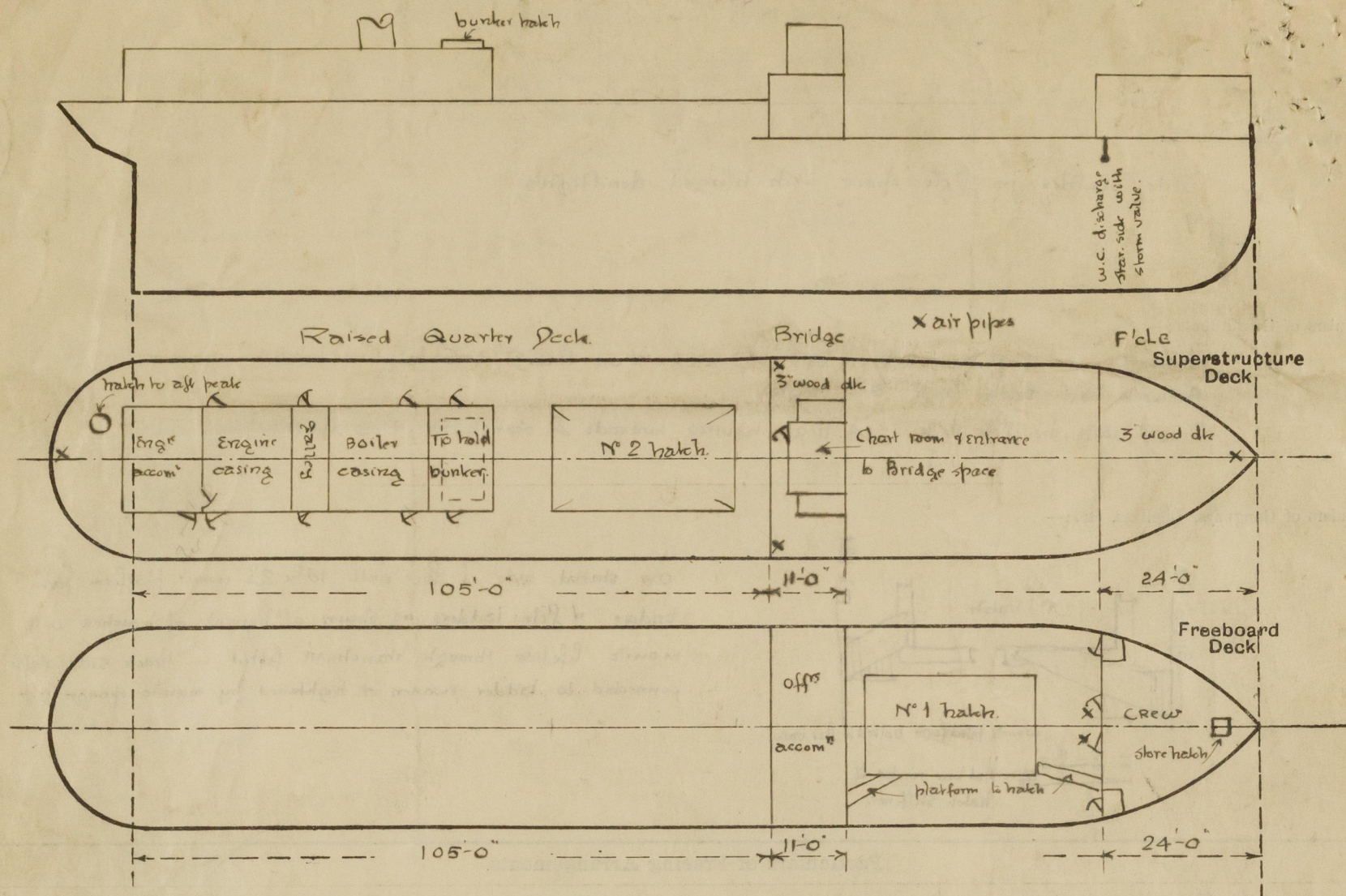
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...		26	ford side not accessible for lining, bulstiff spaced 30"					4-0"
Bridge, After Bulkhead ...			2 ft side below R.A.D. 2 frame space horiz shelf & 5 vertical diaphragm plates					7-3"
Bridge, Forward Bulkhead ...	32	32	not accessible	30"				7-3"
Forecastle Bulkhead ...	28	28	3" x 3" x 30"	30"	—	4-7" x 1-10" (4 off)	20"	6-9"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	30	28	3" x 2 1/2" x 32"	25" to 30"	Bkts at top	Bunker 1-6" x 1-6" (2) Blr. Room 4-5" x 1-11" (2) Eng. R. 4-5" x 1-11" (2) + 4-3" x 1-9" (1)	3-7" 19" 19" 20"	7-2"
Exposed Machinery Casings on Superstructure 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 ...	no openings
Bridge, After Bulkhead ...	
Bridge, Forward Bulkhead ...	no openings
Forecastle Bulkhead ...	Hinged steel doors, with lock handle, manipulated from both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	to Bunker hinged steel plate, secured by oil manipulated from outside only (P.E.)
Exposed Machinery Casings on Superstructure Decks ...	to E & B space. 4 hinged steel doors, 1 wood hinged door all with lock handle & manipulated from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	

Channel Quay

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 shewn on the following sketches:—



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

Vessel measured in Dry Dock, whilst undergoing damage repairs

Builder's name and yard number C. Renoldson & Co. South Shields.

Names of sister ships

Owners London & Channel Islands S.S. Co. Ltd.

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