

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

7 MAY 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey	NEWCASTLE
RAISED QUARTER DK, BRIDGE & FORECASTLE					Date of Survey	5 th MAY 1932
Type of Superstructures.					Name of Surveyor	Young
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification	
GOLDCREST	BRITISH IPSWICH	147248	486	1924. 4.	+ 100A.1.	
Moulded Dimensions: Length 156.0 Breadth 25.5 Depth 12.0						
Moulded displacement at moulded draught = 85 per cent. of moulded depth					834 tons	
Coefficient of fineness for use with Tables					719	

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	12.00	(a) Where D is greater than Table depth (D-Table depth) R =	10.4	Moulded Breadth (B)	25.5
Stringer plate	.03	(12.03 - 10.40) 1.200 = + 1.96		Standard Round of Beam = $\frac{B \times 12}{50}$	6.12
Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	6.5
T $\left(\frac{L-S}{L}\right)$ =		If restricted by superstructures		Difference	.38
Depth for Freeboard (D) =	12.03			Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	$\frac{.38}{4} \times 2.365 = -.02$

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	86.5	86.50	4.25	-	86.50	Standard Height of Superstructure 6.00 ✓
" overhang	-					" " R.Q.D. 3.37 ✓
Bridge enclosed	10.75	10.75	7.0	-	10.75	Deduction for complete superstructure 21.60 ✓
" overhang aft	-					Percentage covered $\frac{S}{L} = 76.94$
" overhang forward	-					" " $\frac{S_1}{L} = 76.35$
Fore enclosed	19.75	20.91	6.75	-	20.91	" " $\frac{E}{L} = 76.35$ ✓
" overhang & Sidehouses	3.41	.92			.92	Percentage from Table, Line A. 70.81 ✓
Trunk aft	✓					(corrected for absence of forecastle (if required))
" forward	✓					Percentage from Table, Line B.
Tonnage opening aft	✓					(corrected for absence of forecastle (if required))
" " forward	✓					Interpolation for bridge less than 2L (if required)
Total	120.00	119.08			119.08	Deduction = 21.60 x .7081 = - 15.29

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	25.60	1		25.60	30	30.00	1		25.60	Mean actual sheer aft = Excess
$\frac{1}{2}$ L from A.P.	11.39	4		45.56	12	12.64	4		45.56	Mean actual sheer forward = Deficient
$\frac{1}{4}$ L	2.81	2		5.62	3	3.16	2		5.62	Length of enclosed superstructure forward of amidships = 123L
Amidships		4					4			" " aft of " = 500L
$\frac{3}{4}$ L from F.P.	5.63	2		11.26	5	5.03	2		10.06	Actual Height of R.Q.D. = 4.25
$\frac{1}{2}$ L	22.78	4		91.12	20	20.14	4		80.56	Standard " = 3.37
F.P.	51.20	1		51.20	48	48.00	1		48.00	" = 1.56
Total				230.36					215.40	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{14.96}{18} \left(\frac{.75 - .3847}{1} \right) = +.30$

If limited on account of midship superstructure.

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	16.34
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient	16.81
Depth to Freeboard Deck = 16.25	Δ = 985	1.36	
Summer freeboard = 4.56	Tons per inch immersion at summer load water line	Depth Correction	1.96
Moulded draught (d) = 11.69	T = 7.82	Deduction for superstructures	15.29
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2.92	Deduction = $\frac{\Delta}{40T}$ inches = 3.15	Sheer correction	.30
Addition for Winter North Atlantic Freeboard (if required) = 2"	3¼"	Round of Beam correction	.02
		Correction for Thickness of Deck amidships	51.00
		Other corrections, scantlings, etc.	
		53.26	15.31
		Summer Freeboard = 54.76	

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

9 - MAY 1932

Tropical Fresh Water Line above Centre of Disc	5"
Fresh Water Line	3¼"
Tropical Line	1¼"
Winter Line	3"
Winter North Atlantic Line	5"

Tropical Fresh Water Freeboard	4' - 6¾"
Fresh Water	4' - 1¾"
Tropical	4' - 5"
Winter	4' - 9¾"
Winter North Atlantic	4' - 11¾"

MARKING FORM 113 NOV 1936
MARKING FORM 30 OCT 1934
MARKING FORM 28 JUN 1933
MARKING FORM 13 MAY

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	N ^o 1	N ^o 2	BUNKER HATCH ON CASING TOP	LADDER HATCH TO N ^o 1 HOLD	FLUSH HATCH TO FORE PEAK STORE		
Dimensions of Hatchway	...	...	31'4 1/2" x 28'3" x 15'0"	26'10 1/2" x 24'4 1/2" x 15'0"	5'6" x 15'0"	1'6" x 2'0"	2'0" x 2'0"		
COAMINGS	Height above Deck	...	3'3"	3'0"	8 1/2"	1'0"			
	Thickness { Sides	...	.40	.40	.40	.50			
	Thickness { Ends	...	.40	.40	.40				
	Stiffeners	...	7" x 3" B.A.	7" x 3" B.A.	✓				
	Brackets, Stays	...	3 @ 7" x 40 B.P.	2 @ 7" x 40 B.P.	✓				
HATCH BEAMS	Number	...	5	5					
	Spacing	...	13'6" 7"	Same	✓				
	Scantling and Sketch	...	J/L x 35 3" x 3" x 44 Angles	as N ^o 1					
	Bearing Surface	...	3"	3"					
FORE AND AFTERS	Number	...							
	Spacing	...			✓				
	Unsupported Lengths	...							
	Scantling* and Sketch	...							
	Bearing Surface	...							
HATCH COVERS	Material	...	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"		
	How fitted	...	F & A	F & A	F & A	ATH.	ATH.		
	Bearing Surface	...	3"	3"	3"	2 1/2"	2 1/2"		
Spacing of Cleats	...	...	24"	24"	24"	12"	✓		
Number of Tarpaulins	...	...	2 x 1 SPARE	2 x 1 SPARE	2	2	✓		
*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:—

FIDLEY GRATINGS. Protected by strong hinged steel covers.
E. R. Skylight of steel well constructed.
Funnel & Vents in good condition.

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

Bridge House: Entrance to Accommodation below.
Steel House. Door in aft end 5'0" x 2'0" Sill 15"
Jeak Door 1 1/2" teak panelled. Lock & knobs operated both sides

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

On Forecastle Dk to Crew Space 8" diam. 3'0" high
on Upper Dk to N^o 1 Hold 12" " 4'6" " supported by stay attached to bulkhead.
on Quarter Dk to N^o 2 " 12" " 3'0" "
Vents well constructed to Rule requirements and fitted with wood plugs and canvas covers.

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

On Side at back of Stern to Fore Peak 8 1/2" to mouth (under Breasthook)
on U. Dk. to N^o 1 Tank 3 1/2" diam 3'9" high clipped to bulwark.
on Q. Dk. to N^o 2 " 3 1/2" " 30" q" " to mouth.
on Q " to Aft Peak " 3 1/2" " 30" q" " " "
All air pipes provided with wood plugs attached by chains

Particulars of Gangway Cargo and Coaling Ports:—

None



© 2020
Lloyd's Register
Foundation

Particulars of Scuppers and Sanitary Discharge Pipes —

Scuppers on Upper Deck & Quarter Deck all thro. gunwale bar.
2 in fore well. 3 on Q. Deck each side.
one Sanitary Discharge Port Side forward and one Starboard side aft
both fitted with iron pipe and M.C.I. storm valve.
all in good condition.

Particulars of Side Scuttles:

Side Scuttles to Crew Space 8" diam. each hinged deadlights
Midship Accom. none on ship's side.

Particulars of Guard Rails:—

Fore Deck 3'-3" high. Stanchions 4'-9" apart. 2 Rails
Fore Well Bulwark. Stays 6"x.50 B.P. spaced 5'-3" Rail 5½"x3"x44 B.A.
Bridge Deck " 3'-0" high " 3"x3"x40 " 3'-6" Wood Rail
Quarter Deck " " 6"x.50 B.P. " 5'-9" Rail 5½"x3"x44 B.A.

Particulars of Gangways, Lifelines, etc.:—

Lifeline from Bridge to Forecastle. on Port Side
Stanchions on hatch stiffeners 3'-0" above hatch spaced 5'-0" apart.
Line. 2" S.W.R. set up from ladder to ladder.
Small gangway from each ladder to hatch side.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
Raised Quarter Deck						
After Well	86'-6"	3'-0"	3'-3" x 1'-7" 2'-9" x 1'-6"	1 3	5.14 12.37	17.3
Forward Well	36'-0" 4	3'-3"	3'-3" x 1'-9"	2	11.37	9.9
State position of each freeing port { After Well:— From BRIDGE 6'-3", 24'-0", 42'-0" SILLS 10" (F. and A. position and height above deck edge) { Forward Well:— " " 4'-10" 21'-0" SILLS 10"						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— SHUTTERS -						
Additional area where sheer is less than standard.						

Particulars of Superstructures, Trunks, Casings, Deckhouses.

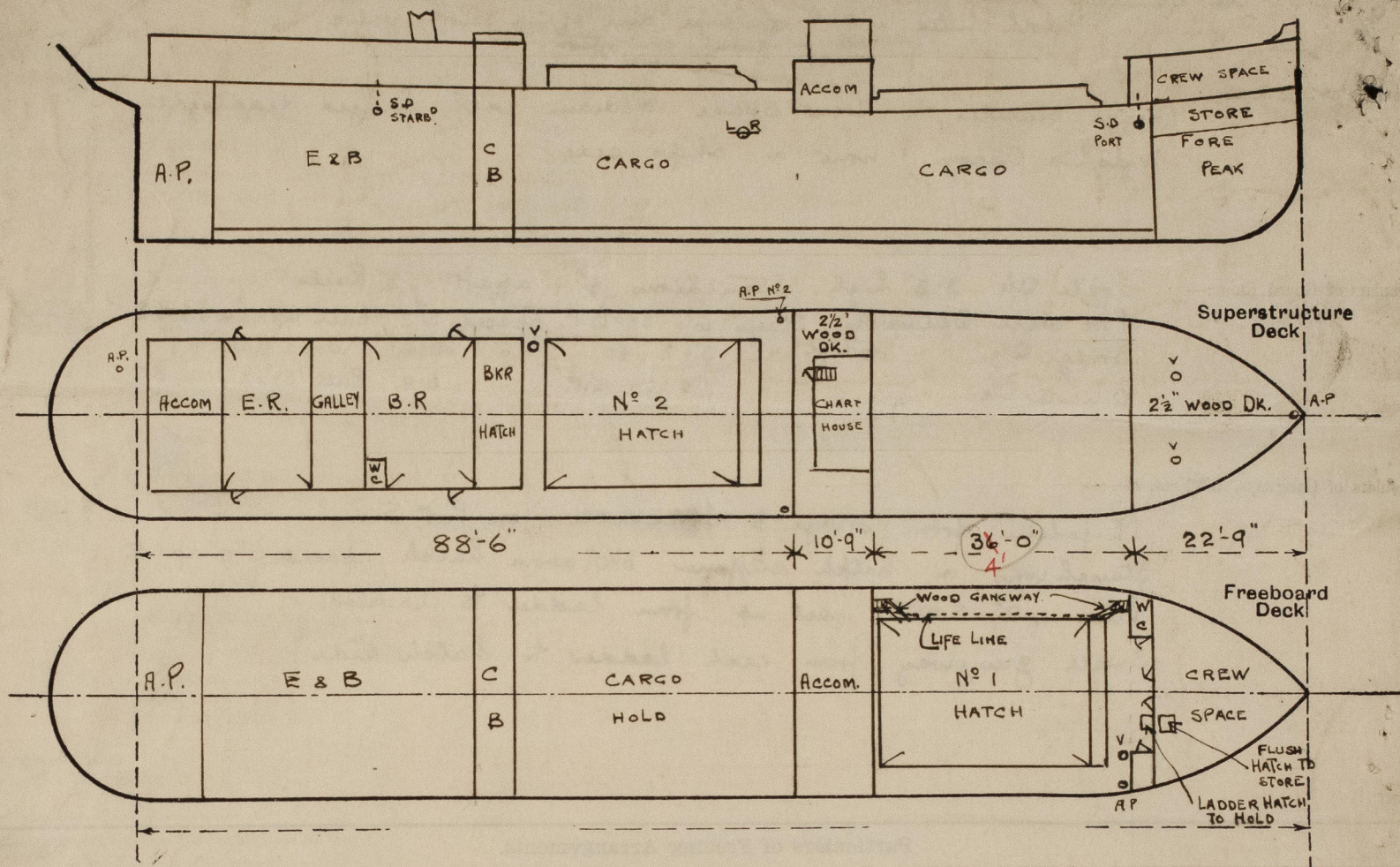
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓							
Raised Quarter Deck Bulkhead	✓		3x3x30					
Bridge, After Bulkhead	35	30	4x3-15 wels	2'-2"	NONE	NONE	-	2'-9"
Bridge, Forward Bulkhead	40	40	6x3x28 BA	2'-6"	BKTS.	NONE	-	7'-0"
Forecastle Bulkhead	30	25	3"x2½"x30	2'-0"	NONE	4'-6"x2'-0"	1'-7"	6'-9"
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Fore- board or Raised Quarter Decks	40	40	3½x3x40	2'-4"	BKTS	4'-0"x1'-10"	1'-9"	6'-9"
Exposed Machinery Casings on Super- structure Decks								
Machinery Casings within Superstruc- tures 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	✓ no openings
Bridge, Forward Bulkhead	✓ no openings
Forecastle Bulkhead	2 Teak Doors to be of solid construction. 2 Steel Doors. Fitted with lock & knobs operated both sides
Exposed Machinery Casings on Fore- board or Raised Quarter Decks	Steel Doors fitted with lock & knob operated both sides.
Exposed Machinery Casings on Super- structure Decks	✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	✓
Deckhouses on Flush Deck Ships	-

Monkham Cambe

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:—

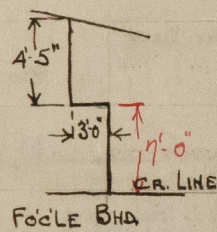
Fore Equis. Bhd

$$\frac{4.42 \times 6}{22.84} = 1.16$$

$$\frac{19.75}{22.75} = 0.868$$

$$\frac{22.75}{22.75} = 1.0$$

$$\frac{1.16}{1.0} = 1.16$$



THIS VESSEL IS UNDERGOING DAMAGE REPAIRS IN DRY DOCK.
NOTHING BEING DONE FOR SPECIAL SURVEY, WHICH IS DUE

	DRAFT	Δ	T.P.I.
From	12'-0"	1005	7.85
DW	11'-0"	905	7.78
DISPL	10'-0"	810	7.69
SCALE	9'-0"	725	7.58

ON BOARD

$$85\% \times 12.0 = 10.20$$

$$= 10.3\frac{1}{2} BK = 834 \Delta \text{ dld.}$$

$$FW = 11'-9\frac{1}{2}" BK \quad 1005 - 2\frac{1}{2} \times 7.82 = 985 \Delta \text{ full}$$

Builder's name and yard number GOOLE SHIPBUILDING & REPAIRING CO.

Names of sister ships

Owners R & W. PAUL LTD

Fee £ 5 : 2 : 0 Received by me



© 2020

Lloyd's Register Foundation