

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Navidad

Reg. 9 attached.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
having POOP, BRIDGE, and Forecastle
THARROS ATHENS (Type of Superstructures.)

Ship's Name "ERRINGTON COURT" Nationality and Port of Registry British London Official Number 148611 Gross Tonnage 4913 Date of Build 1925, 6mo

Moulded Dimensions: Length 395.3 Breadth 53.0 Depth 29.03
Moulded displacement at moulded draught = 85 per cent. of moulded depth 11668 tons
Coefficient of fineness for use with Tables .790

Port of Survey Gardiff.
Date of Survey 2nd & 3rd Oct, 1934.
Name of Surveyor E. J. Brimblecombe.
Particulars of Classification +100A1

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	29.03	(a) Where D is greater than Table depth (D - Table depth) R = (29.06 - 26.35) 3.00		Moulded Breadth (B)	53.0
Stringer plate	.03	2.71 = + 8.13		Standard Round of Beam = $\frac{B \times 12}{50}$	12.72
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	13
Depth for Freeboard (D) =	29.06	If restricted by superstructures		Difference	.28
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L})$.28 x .4868 = -.03

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	46.0	46.00	8'-0"	✓	46.00
" overhang ...	✓				
R.Q.D. enclosed ...					
" overhang ...	118.12				
Bridge enclosed...	119.16	118.12	8'-0"	✓	118.12
" overhang aft ...	✓	.78			.78
" overhang forward	✓				
Fore enclosed open...	37.98	37.98	8'-0"	✓	37.98
" overhang ...	✓				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	203.14	202.88			202.88

Standard Height of Superstructure 7.453
" " R.Q.D. ✓
Deduction for complete superstructure 41.69
Percentage covered $\frac{S}{L} = 51.39\%$
" " $\frac{S_1}{L} = 51.32\%$
" " $\frac{E}{L} = 51.32\%$
Percentage from Table, Line A. ✓
(corrected for absence of forecastle (if required))
Percentage from Table, Line B. 37.32%
(corrected for absence of forecastle (if required))
Interpolation for bridge less than .2L (if required)
Deduction = $41.69 \times .3732 = -15.56$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	49.53	1	49.53	60.0	60.00	1	60.00
$\frac{1}{4}$ L from A.P. ...	22.04	4	88.16	26.0	26.00	4	104.00
$\frac{2}{8}$ L " ...	5.45	2	10.90	6.5	6.50	2	13.00
Amidships ...	✓	4	✓	✓	✓	4	✓
$\frac{3}{8}$ L from F.P. ...	10.90	2	21.80	12.3	12.30	2	24.60
$\frac{1}{4}$ L " ...	44.08	4	176.32	49.4	49.40	4	197.60
F.P. ...	99.06	1	99.06	113.5	113.50	1	113.50
Total ...	445.77		445.77				512.70

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{66.93}{18} (.75 - .2569) = -1.84$

If limited on account of midship superstructure. ✓

Mean actual sheer aft = Excess
Mean standard sheer aftMean actual sheer forward = Excess
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = $\frac{66.93}{395.3} = .17$
" " aft of " = $\frac{52.90}{395.3} = .14$

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

Depth to Freeboard Deck = Ft.
Summer freeboard =
Moulded draught (d) =

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =
Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$
Tons per inch immersion at summer load water line

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

TABULAR FREEBOARD corrected for Flush Deck (if required)
Correction for coefficient $\frac{79.68}{1.36} = \frac{147}{136}$

Depth Correction ... 8.13
Deduction for superstructures ... 15.56
Sheer correction ... 1.84
Round of Beam correction03
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

70.05
75.72

	+	-
Depth Correction	8.13	-
Deduction for superstructures	-	15.56
Sheer correction	-	1.84
Round of Beam correction	-	.03
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
Sum	8.13	

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

Tropical Fresh Water Line above Centre of Disc ...	1.24	4-6 Tropical Fresh Water Freeboard
Fresh Water Line " " ...	1.24	4-11 Fresh Water " "
Tropical Line " " ...	1.24	5.23 Tropical " "
Winter Line below " " ...	1.24	5-11 Winter " "
Winter North Atlantic Line " " ...	1.24	5-11 Winter North Atlantic " "

Errington Court.

Particulars of Scuppers and Sanitary Discharge Pipes

Sanitary discharges. One each side from fwd. space led thro' sides below fwd dk with storm valves.
Two stbd side from above bridge dk led thro' side above fwd dk with storm valves.
One port side from bridge space (aft end) led thro' side below fwd dk with storm valve.

In forecastle sides & bridge sides (after end) of substantial construction and fitted with hinged deadlights. ✓

Poop & forecastle, 3'-3" high, 2 rails, stanchions 4'-6" apart. ✓
 Bridge deck, 3'-3" high, 3 rails, stanchions 3'-6" apart. ✓

Provision made for rigging lifelines each side of each well. ✓

Particulars of fiddle, funnel and ventilator coamings :—

All in good condition.
Engine room skylight of steel, strongly constructed.
Fiddley gratings covered by hinged steel storm covers.

None.

hone ✓

<u>File deck.</u>	One to fore peak	36" x 7 1/2" dia.	x .30	✓	} Wood plugs & canvas covers provided for closing. ✓
<u>Fore well.</u>	Eight to rods	36" x 23"	" x .40	✓	
<u>Bridge deck.</u>	Two "	30" x 23"	" x .40	✓	
<u>After well.</u>	Six "	36" x 23"	" x .40	✓	
<u>Keop deck.</u>	One to tunnel	30" x 1 1/2"	" x .30	✓	

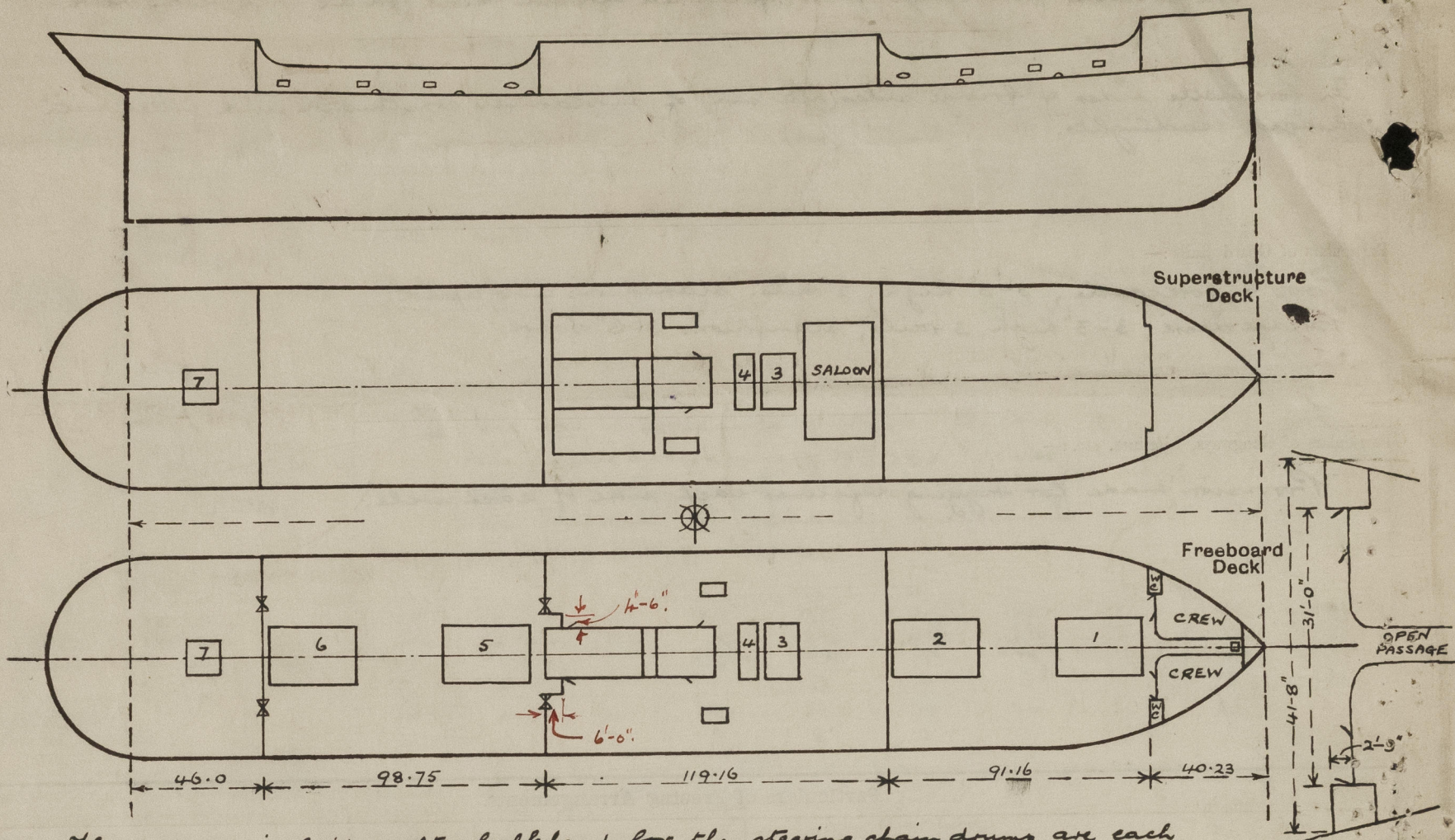
File dk.	One from F.P. tank	26" x 3 1/4" dia.	All of W. I. Heights given to mouths. Wood plugs provided for closing.
Fore well	Three from D.B.'s	26" x 3" "	
	Two "	26" x 3/4" "	
	Six "	26" x 3" "	
	Two "	26" x 3/4" "	
	Two "	26" x 3" "	
	Two "	26" x 3/4" "	
	Two " A.P. tank	26" x 3" "	

none

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓	·38 ✓	6×3×.46 QA ✓	2'-6" ✓	Suggested top 4 Bottom	(3) 5'-0"×4'-0"	19"	
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	✓	·38 ✓	4×3½×.30 QA ✓	2'-10" ✓	none	(2) 5'-1"×3'-10"	18"	
Bridge, Forward Bulkhead	✓	·40 ✓	9×3×.62 BA ✓	2'-2" ✓	Suggested top 4 Bottom	none	✓	
Forecastle Bulkhead	✓	·30 ✓	3×3×.30 ✓	3'-0" ✓	none ✓	(2) 4'0" 5'-2"×1'-7" (2) 5'-4"×2'-4"	18" 18"	
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks	✓	·30 ✓	3×3×.30 ✓	2'-9" ✓	Partlets at top	Two to field key 5'-6"×2'-3"	15"	8'-4"
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	21"×.36 ✓	·30 ✓	3×3×.30 ✓	2'-9" ✓	— " —	(2) 5'0" 5'-0"×2'-3" (2) 5'0" 5'-0"×2'-6"	18" 18"	
Deckhouses on Flush Deck Ships ...								

Poop Bulkhead	3" Boards full height in riveted channels. ✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	2 3/4" Boards full height in riveted channels. ✓
Bridge, Forward Bulkhead	No openings ✓
Forecastle Bulkhead	Hinged steel doors, worked both sides. Open
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Super-structure Decks	Hinged steel doors, worked both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel doors, worked both sides. ✓
Deckhouses on Flush Deck Ships ...	✓

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 shown on the following sketches:—



The recesses in bridge after bulkhead for the steering chain drums are each 6'-0" fore & aft x 4'-6" athwartships, and extend full height of bridge space. The total breadth of this bulkhead is 51'-10".

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

Small hatches.

Forecastle space. One to F.P. 3'-3" x 3'-0", 9 x 3 x .62 BA coamings, 3" covers ath. on 3" rests, cleats 24", 2 tarpaulins.

E. & B. casing top. One coaling 5'-7" x 15'-8", 10 x 3 1/2 x .62 BA " , 3" " F.P.A. " 3" " , " 24" 2 "

Bridge deck. Two " 11'-5" x 4'-5", 30" x .44 " , 2 3/4" ath. " 3" " , " 24" 2 "

Bridge space. Two " 8'-6" x 4'-6", 9 x 3 1/2 x .60 BA " , 3" " ath. " 13 1/4" , " 24" 1 tarpaulin.

Four trimming 2'-0" x 2'-6", 9 x 3 1/2 x .60 BA " , 3" " ath. " 3" " , " 18" 1 tarpaulin.

From Deadweight Scale.

	<u>Draught</u>	<u>D.W.</u>	<u>T. per I.</u>
LWL	23-8 1/4	8060	42.5
	23-0	7700	42.4
	22-0	7200	42.3
	21-0	6700	42.1

Bridge
4.5 x 6.00
25.91

119.16 ✓
- 1.04 ✓ 0.11.
118.12 sqms.

The vessel has been measured while in dry dock, where she is now completing the S.S. No. 2.

Builder's name and yard number

Names of sister ships

United British S.S. Co. Ltd (Halden & Philipps Ltd, Mgrs)

15 : 0 : 0

Received by me