

14 APR 1932

Rpt. C.11.

Index. No. **32568**
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

N^o 30876

Computation of Freeboard for Steamer, Sailing Ship, Tanker

Having

*Houcastle*Port of Survey *Sunderland*

(Type of Superstructures.)

Date of Survey *11th April 1932.*

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

*S.S. "GEDDINGTON COURT"**BRITISH
LONDON.**160564**6956
6905**1928
9mo.*Name of Surveyor *James Dickie*Moulded Dimensions: Length *420.10*Breadth *56.16*Depth *36.37*Moulded displacement at moulded draught = 85 per cent. of moulded depth *16750* tonsCoefficient of fineness for use with Tables *.804*Particulars of Classification *+100A1.**with freeboard.*

Depth for Freeboard (D)

Depth correction

Round of Beam correction

Moulded depth ... *36.37*

(a) Where D is greater than Table depth

Moulded Breadth (B) *56.2"*Stringer plate ... *.66*(D-Table depth) R = *(36.42-28.01) 3 = + 25.23*Standard Round of Beam = $\frac{B \times 12}{50} = 13.48"$ Sheathing on exposed deck *none*

(b) Where D is less than Table depth (if allowed)

Ship's Round of Beam = *14"* $T \left(\frac{L-S}{L} \right) =$

(Table depth-D) R =

Difference *.52*Depth for Freeboard (D) = *36.42*If restricted by superstructures ☒Restricted to ☒Correction = $\frac{\text{Diff}^a}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.52}{4} \times .915 = -.12$

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 ...					
Fore enclosed <i>open</i> ...	<i>41.58</i>	<i>35.89</i>	<i>7'6"</i>	<input checked="" type="checkbox"/>	<i>35.89</i>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>41.58</i>	<i>35.89</i>			<i>35.89</i>

Standard Height of Superstructure *7.50*R.Q.D. *42.00*Deduction for complete superstructure *42.00*Percentage covered $\frac{S}{L} = 9.9\%$ " $\frac{S_1}{L} = 8.54\%$ " $\frac{E}{L} = 8.54\%$ Percentage from Table, Line A. *4.27%*

(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 = $42.00 \times .0427 = -1.79$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>52.01</i>	1		<i>52.01</i>	<i>41.75</i>	<i>48.00</i>	1		<i>48.00</i>
$\frac{1}{2}$ L from A.P. ...	<i>23.15</i>	4		<i>92.60</i>	<i>17.75</i>	<i>18.96</i>	4		<i>75.84</i>
$\frac{2}{3}$ L " ...	<i>5.72</i>	2		<i>11.44</i>	<i>4.75</i>	<i>4.74</i>	2		<i>9.48</i>
Amidships ...	<i>✓</i>	4		<i>✓</i>	<i>0</i>	<i>✓</i>	4		<i>✓</i>
$\frac{2}{3}$ L from F.P. ...	<i>11.44</i>	2		<i>22.88</i>	<i>9.50</i>	<i>9.55</i>	2		<i>19.10</i>
$\frac{1}{2}$ L " ...	<i>46.30</i>	4		<i>185.20</i>	<i>35.75</i>	<i>38.22</i>	4		<i>152.88</i>
F.P. ...	<i>104.02</i>	1		<i>104.02</i>	<i>96.00</i>	<i>96.00</i>	1		<i>96.00</i>
Total ...				<i>468.15</i>					<i>401.30</i>

Mean actual sheer aft = *deficient*Mean standard sheer aft = *deficient* $\frac{239.31}{277.24} = .863$

Length of enclosed superstructure forward of amidships =

aft of " =

46.36 38.22 3 138.90 114.66

104.02 96.00 1 104.02 96.00

277.24 239.31

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{66.85}{18} (.75 - .0495) = + 2.60$

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 = *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 $\frac{3}{4}$* Addition for Winter North Atlantic Freeboard (if required) = ☒

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 14551$

Tons per inch immersion at summer load water line

 $T = 48.55$ Deduction = $\frac{\Delta}{40T}$ inches= *7.5"*

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient

 $\frac{.68 + .804}{1.36} = \frac{1.484}{1.36}$ Depth Correction ... *25.23* -Deduction for superstructures ... *1.79*Sheer correction ... *2.60* -Round of Beam correction ... *.12*

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ... *3.76*

30.99 1.91 + 29.08

Summer Freeboard = *114.00*

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

Superstructure	Line above Centre of Disc	<i>14$\frac{1}{2}$"</i>	Tropical Fresh Water Freeboard	<i>8' - 3$\frac{3}{4}$"</i>
Class I Closing	"	<i>7$\frac{1}{2}$"</i>	Fresh Water	<i>8' - 10$\frac{1}{2}$"</i>
Liabilities	"	<i>6$\frac{3}{4}$"</i>	Tropical	<i>8' - 11$\frac{1}{4}$"</i>
on Flush Deck Ships	below	<i>6$\frac{3}{4}$"</i>	Winter	<i>10' - 0$\frac{3}{4}$"</i>
Water North Atlantic	"	<i>✓</i>		

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Foundation

17th .

Beddington Court

No scuppers on Foreboard Deck.

Particulars of Scuppers and Sanitary Discharge Pipes —

Bathroom, Pantry &c. — discharge led out in 'twain-decks' without above valves.

2-4" Brass storm valves from cabin side house forward port & starboard, led out in 'twain-decks'.
one 4" Brass storm valve from Captain's saloon house led out on starboard side in 'twain-decks'.
one 4" Brass storm valve from Officer & Engineer side houses led out on starboard side in 'twain-decks'.
2-4" Brass storm valves from crew's spaces aft led out in 'twain-decks' port & starboard.

Particulars of Side Scuttles:

Side scuttles to crew spaces in 'twain-decks' aft & to crew spaces in Forecastle provided with hinged-deadlights.
all scuttles of substantial construction.

Particulars of Guard Rails:—

Guard rails on upper-deck & Forecastle 3'6" high with three rods & stanchions spaced about 4'6" apart.
Steel bulwarks 3'6" high in way of cabins & deck houses on upper-deck — amidships, efficiently constructed & supported, & fitted with one freeing port on each side 21" x 14 1/2" x 13" above deck.

Particulars of Gangways, Lifelines, etc.:—

Lifelines and lifelines are provided all fore and aft on the foreboard deck

None.

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	}		NONE.			
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.

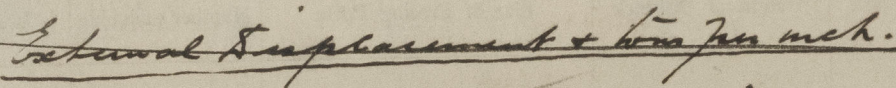
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	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 Bulkhead	None	(vertical) .26	3 x 3 x .30	30"	None	4'6" x 4'0"	18"	✓
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	18 x 40	.36	4 x 3 x .36	30" or 31"	Manholes at top	4'6" x 2'0"	18"	7'9"
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships ...	None	Horizontal	4 x 3 x .30	40"	Manholes at bottom in front & at top aft sides.	4'11" x 5'6" & 4'8" x 2'3"	18"	✓

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	Open passage in centre below fore-castle to crew spaces &c. Open
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	4 steel hinged doors strongly constructed & manipulated from both sides.
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	2 steel hinged doors & 3 leak doors 1/2" thick at after end of Saloon House manipulated from both sides.

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:—



<u>Sraft.</u>	<u>Simpl.</u>	<u>Long per inch.</u>
27.0	14490	48.55
28.0	15074	48.43

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

Names of sister ships

Fee £ 14: 9 ..

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