

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

28 JUN 1935

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Boop, Bridge + Forecastle

(Type of Superstructures.)

Ship's Name "CEDRINGTON COURT" Nationality and Port of Registry British London Official Number 142323 Gross Tonnage 5160 Date of Build 1918, 3mo.

Moulded Dimensions: Length 399.5 Breadth 52.0 Depth 31.0

Moulded displacement at moulded draught = 85 per cent. of moulded depth 12012 tons

Coefficient of fineness for use with Tables .468

Port of Survey Cardiff

Date of Survey 24th + 25th June, 1935.

Name of Surveyor E. Brimblecombe.

Particulars of Classification +100A1.

Depth for Freeboard (D)

Moulded depth 31.0

Stringer plate04

Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 31.04

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R = $(31.04 - 26.63) 3$
= + 13.23"

(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) 52.0

Standard Round of Beam = $\frac{B \times 12}{50} =$ 12.48

Ship's Round of Beam = 13"

Difference .52

Restricted to

Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ $\frac{.52}{4} (1 - .5036) = .026$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	49.25	49.25	7.96	-	49.25	Standard Height of Superstructure <u>7.495</u>
" overhang	-	-	-	-	-	" " R.Q.D. <u>✓</u>
R.Q.D. enclosed	-	-	-	-	-	Deduction for complete superstructure <u>41.96</u>
" overhang	-	-	-	-	-	Percentage covered $\frac{S}{L} =$ <u>50.36 %</u>
Bridge enclosed	112.67	112.67	7.96	-	112.67	" " $\frac{S_1}{L} =$ <u>50.36 %</u>
" overhang aft	-	-	-	-	-	" " $\frac{E}{L} =$ <u>50.36 %</u>
" overhang forward	-	-	-	-	-	Percentage from Table, Line A. <u>✓</u>
Forecastle enclosed	38.25	38.25	7.96	-	38.25	(corrected for absence of forecastle (if required))
" overhang	1.0	1.0	-	-	1.0	Percentage from Table, Line B. <u>36.36 %</u>
Trunk aft	-	-	-	-	-	(corrected for absence of forecastle (if required))
" forward	-	-	-	-	-	Interpolation for bridge less than 2L (if required) <u>.282 L</u>
Tonnage opening aft	-	-	-	-	-	Deduction = <u>41.96 x .3636 = -15.26</u>
" forward	-	-	-	-	-	
Total	201.16	201.16	-	-	201.16	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	49.95	1		49.95	60.0	60.0	1		60.00	Mean actual sheer aft =
$\frac{1}{2}$ L from A.P.	22.23	4		88.92	52.93	52.93	4		211.72	Mean standard sheer aft =
$\frac{2}{3}$ L "	5.44	2		10.98	13.20	13.20	2		26.46	Mean actual sheer forward =
Amidships	0	4		0	0	0	4		0	Mean standard sheer forward =
$\frac{2}{3}$ L from F.P.	10.98	2		21.98	6.50	6.50	2		13.22	Length of enclosed superstructure forward of amidships = $\frac{61.83}{399.5} = .154$
$\frac{1}{2}$ L "	44.45	4		177.80	26.07	26.07	4		105.84	" " aft of " = $\frac{50.84}{399.5} = .128$
F.P.	99.90	1		99.90	120.0	120.0	1		120.00	
Total				449.53					537.24	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{87.71}{18} (.75 - .2518) = -2.43"$

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.	Deduction for Fresh Water.	TABULAR FREEBOARD (corrected for Flush Deck (if required))	
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.69 + .768}{1.36} = \frac{1.448}{1.36}$	<u>41.35</u>
Depth to Freeboard Deck = <u>31.04</u>	$\Delta =$ <u>11.55</u>	Depth Correction	<u>13.23</u>
Summer freeboard = <u>5.96</u>	Tons per inch immersion at summer load water line	Deduction for superstructures	<u>- 15.26</u>
Moulded draught (d) = <u>25.08</u>	T = <u>46.25</u>	Sheer correction	<u>- 2.43</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.27 = 6 1/4</u>	Deduction = $\frac{\Delta}{40 T}$ inches = <u>7"</u>	Round of Beam correction	<u>- .06</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>✓</u>		Correction for Thickness of Deck amidships	<u>-</u>
		Other corrections, scantlings, etc.	<u>-</u>
			<u>13.23 17.75 - 4.52</u>
			Summer Freeboard = <u>41.45</u>

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

Tropical Fresh Water Line above Centre of Disc	<u>13 1/4</u>	Tropical Fresh Water Freeboard	<u>5 - 11 1/2</u>
Fresh Water Line " "	<u>7</u>	Fresh Water " "	<u>4 - 10 1/4</u>
Tropical Line " "	<u>6 1/4</u>	Tropical " "	<u>5 - 4 1/2</u>
Winter Line below " "	<u>6 1/4</u>	Winter " "	<u>5 - 5 1/4</u>
Winter North Atlantic Line " "	<u>✓</u>	Winter North Atlantic " "	<u>✓</u>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
← Fbd deck → Bridge deck ← Fbd deck → Freeboard deck									
Description of Hatchway	...	...	No. 1	No. 2	Cross Bunker	No. 3	No. 4	Cross Bunker	
Dimensions of Hatchway	...	...	32-6 x 26-0	34-8 x 26-0	10-10 x 18-0	34-8 x 26-0	30-4 x 26-0	10-10 x 18-0	
COAMINGS	Height above Deck	...	30"	30"	18"	30"	30"	9"	
	Thickness	Sides	.44	.44	.44	.44		9"x3 1/2"x50"	
	Thickness	Ends	.44	.44	.44	.44		BA.	
	Stiffeners	...	Sides & Ends 10 x 3 1/2 x 50 BA		As No. 1	As No. 1	As No. 1	✓	
	Brackets, Stays	...	2 3/4" stays each side		none	As No. 1	As No. 1		
HATCH BEAMS	Number	...	6	6		6	5		
	Spacing	...	4'-8"	4'-11 1/2"		4'-11 1/2"	5'-0 1/2"		
	Scantling and Sketch	...	24"x38		none	24"x38	24"x38	none	
			6x3 1/2 x 46	6x3 1/2 x 46		6x3 1/2 x 46	6x3 1/2 x 46		
	Bearing Surface	...	3 1/2	3 1/2		3 1/2	3 1/2		
FORE AND AFTERS	Number	...			3			3	
	Spacing	...			4'-6"			4'-6"	
	Unsupported Lengths	...			10'-3"			10'-3"	
	Scantling* and Sketch	...	none	none	10"x36	none	none	10"x36	
					3x3 x 36			3x3 x 36	
	Bearing Surface	...			3 1/2			3 1/2	
HATCH COVERS	Material	...	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	
	Thickness	...	3/4 2 1/2	3/4 2 1/2	3	3/4 2 1/2	3/4 2 1/2	2 1/2	
	How fitted	...	F.A.A.	F.A.A.	athwart.	F.A.A.	F.A.A.	athwart.	
	Bearing Surface	...	3	3	1 1/2	3	3	3 1/2	
Spacing of Cleats	...	...	24	24	24	24	24	24	
Number of Tarpaulins	...	...	3	3	3	3	3	1	
*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:—

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

Particulars of Flush Bunker Scuttles:—

none.

Particulars of Companionways:—

One on bridge deck, port side, 5'-0" x 3'-0" x 4'-8" high, opening 3'-2" x 2'-4", sill 16", hinged wood door, 2" thick (solid), worked from both sides.
 Two on poop deck, 5'-0" x 3'-0" x 4'-3" high, opening in each 3'-2" x 2'-6", sills 13" above wood dk, hinged wood doors, 2" thick (solid), worked from both sides.
 All the above companionways are substantially constructed of steel.

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

<p><u>Fore deck.</u> One to F.P. 3'-0" x 9" dia x 26. Two to holds 3'-0" x 18" " x 38. <u>Fore well.</u> Four to holds 3'-0" x 18" " x 38. Two " " 9'-8" x 20" " x 38. stayed to bridge front bulkhead. <u>Bridge dk.</u> Two to holds 9'-9" x 18" dia x 36 stayed to aft end of navigating bridge.</p>	<p><u>After well.</u> Four to holds 3'-0" x 18" dia x 38. Two " " 9'-8" x 18" " x 38, stayed to bridge after bulkhead. <u>Poop deck.</u> Two to holds 2'-10" x 18" dia x 38. One to poop space 2'-10" x 18" " x 38. Two " " 2'-10" x 12" " x 26. One to tunnel 2'-10" x 12" " x 24.</p>	<p>Wood plugs & canvas covers provided.</p>
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Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

<p><u>Fore dk.</u> One from F.P. 4" dia x 8" high. <u>Fore well.</u> Four " 2 3/4" " x 22" <u>Bridge dk.</u> Four " 2 3/4" " x 22" <u>After well.</u> Four " 2 3/4" " x 22" <u>Poop deck.</u> Two " A.P. 2 3/4" " x 10"</p>	<p>Heights given are to mouths of goosenecks. All goosenecks of W.I. Wood plugs provided.</p>
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Particulars of Gangway Cargo and Coaling Ports:—

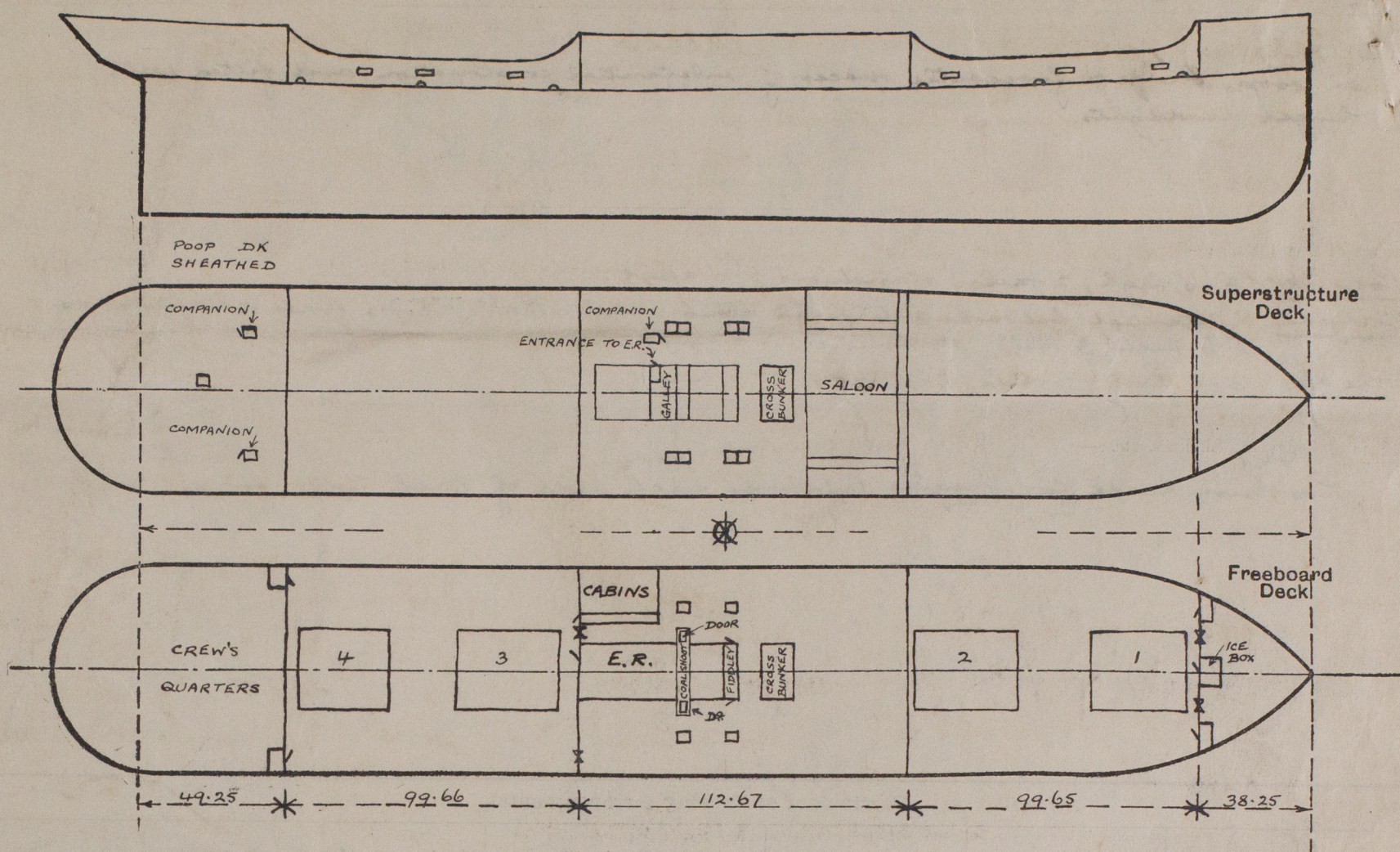
none.



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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:—

Small hatches:—

E. & B. casing top. Saddleback Hatch 4'-3" x 18'-0", 11 1/2" x .36 coamings, 2 1/2" covers F. & A. on 2 1/2" rests, cleats 24", 2 tarpaulins.

Bridge deck. Four coaling hatches 8'-8" x 3'-11", 18" x .34 coamings, 2 1/2" covers athwart. on 2 1/2" rests, cleats 24", 2 tarpaulins.

Poop deck. One 3'-6" x 3'-6", 16" (above wood sheathing) x .36 coamings, 3" covers athwart. on 2 1/4" rests, cleats 26", 2 tarpaulins.

Bridge space. Four coaling hatches 4'-5" x 4'-1", 9" x 3 1/2" x .50 BA coamings, 2 1/2" covers athwart. on 3" rests, cleats 22", 1 tarpaulin.

Four trimming hatches 1'-9" x 1'-11", 9" x 3 1/2" x .50 BA coamings, 2 1/2" covers athwart on 3 1/2" rests, one tarpaulin & locking bar.

From D.W. Scale:—

	<u>Draught</u>	<u>D.W.</u>
LWL	25'-2 1/2"	8110
	25-0	8000
	23-11	7500
	22-11	7000
	21-10	6500
	20-10	6000

The vessel is now in hand for S.S. 2nd No. 1.

Builder's name and yard number.....

Names of sister ships.....

Owners. United British S.S. Co. Ltd (Haldin & Phillips Ltd, Mgrs).

Fee £ 16-0-0

Received by me.....



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