

Lloyd's Register of Shipping.
now named STANCROFT of Gibraltar (23/6/38)
SURVEYS FOR FREEBOARD.
now named STANCROFT of London (2/3/37)

4 JAN 1933

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having *Newcastle Bridge R.F. Dept* Port of Survey *Newcastle*

NEOPTOLEMOS (Type of Superstructures.)

Date of Survey *3rd Jan 1932*

Name of Surveyor *P. W. H. H.*

Ship's Name *STANCROFT* Nationality and Port of Registry *British Newcastle* Official Number *125447* Gross Tonnage *1407* Date of Build *1908-11*

Moulded Dimensions: Length *239.5*, Breadth *35.74*, Depth *17.8*

Moulded displacement at moulded draught = 85 per cent. of moulded depth *2825* tons

Coefficient of fineness for use with Tables *769*

Particulars of Classification *100 A 1*
S.S. Reg. No. 3-4, 21
S.S. Reg. No. 2-30

Depth for Freeboard (D) Moulded depth ... *17.67*

Stringer plate *8.04*

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

Depth for Freeboard (D) = *17.71*

Depth correction (a) Where D is greater than Table depth (D-Table depth) R = $(17.71 - 15.76) \times 1.842 = +3.22$

(b) Where D is less than Table depth (if allowed) (Table depth-D) R = \checkmark

If restricted by superstructures \checkmark

Round of Beam correction Moulded Breadth (B) *35.74*

Standard Round of Beam = $\frac{B \times 12}{50} = 8.58$

Ship's Round of Beam = *8.44*

Difference *17.24*

Restricted to

Correction = $\frac{\text{Diff} \times (1 - \frac{S_1}{L})}{4} = \frac{17.24 \times 32.87}{4} = 141.35$

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 ...	<i>128.67</i>	<i>128.67</i>	<i>3.15</i>	<i>3.42</i>	<i>111.97</i>
" overhang ...					
Bridge enclosed ...	<i>10.00</i>	<i>10.00</i>	<i>7.0</i>		<i>10.00</i>
" overhang aft ...					
" overhang forward ...	<i>1.00</i>	<i>.50</i>			<i>.50</i>
Fore enclosed ...	<i>20.83</i>	<i>20.83</i>	<i>7.0</i>		<i>20.83</i>
" overhang ...	<i>10.78</i>	<i>.78</i>			<i>.78</i>
Trunk aft ...					
forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<i>161.33</i>	<i>160.78</i>			<i>144.08</i>

Standard Height of Superstructure *6.00*

" " R.Q.D. *3.93*

Deduction for complete superstructure *29.95*

Percentage covered $\frac{S}{L} = 67.37\%$

" " $\frac{S_1}{L} = 67.13\%$

" " $\frac{E}{L} = 60.16\%$

Percentage from Table, Line A. (corrected for absence of forecastle (if required)) *46.27%*

Percentage from Table, Line B. (corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $29.95 \times 46.27 = 13.86$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>33.95</i>	<i>1</i>	<i>33.95</i>	<i>34</i>	<i>34.00</i>	<i>34.00</i>	<i>1</i>	<i>34.00</i>	<i>34.00</i>
$\frac{1}{2}$ L from A.P. ...	<i>15.11</i>	<i>4</i>	<i>60.44</i>	<i>16</i>	<i>15.01</i>	<i>15.01</i>	<i>4</i>	<i>60.04</i>	<i>60.04</i>
$\frac{3}{4}$ L " ...	<i>3.73</i>	<i>2</i>	<i>7.46</i>	<i>4.5</i>	<i>3.75</i>	<i>3.75</i>	<i>2</i>	<i>7.50</i>	<i>7.50</i>
Amidships ...	<i>✓</i>	<i>4</i>	<i>✓</i>				<i>4</i>	<i>✓</i>	
$\frac{3}{4}$ L from F.P. ...	<i>7.47</i>	<i>2</i>	<i>14.94</i>	<i>8.36</i>	<i>7.31</i>	<i>7.31</i>	<i>2</i>	<i>14.62</i>	<i>14.62</i>
$\frac{1}{2}$ L " ...	<i>30.22</i>	<i>4</i>	<i>120.88</i>	<i>27</i>	<i>29.23</i>	<i>29.23</i>	<i>4</i>	<i>116.92</i>	<i>116.92</i>
F.P. ...	<i>67.90</i>	<i>1</i>	<i>67.90</i>	<i>60</i>	<i>60.00</i>	<i>60.00</i>	<i>1</i>	<i>60.00</i>	<i>60.00</i>
Total ...	<i>305.55</i>		<i>305.57</i>					<i>293.08</i>	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{12.49}{18} \left(\frac{75-33.68}{2} \right) = 4.29$

If limited on account of midship superstructure. \checkmark

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. \checkmark

Mean actual sheer aft = *Deficient*

Mean standard sheer aft = *Deficient*

Mean actual sheer forward = *Deficient*

Mean standard sheer forward = *Deficient*

Length of enclosed superstructure forward of amidships = *✓*

" " aft of " = *✓*

Sheers found

Standard	Actual
<i>7.47</i>	<i>7.31</i>
<i>30.22</i>	<i>29.23</i>
<i>67.90</i>	<i>60.00</i>
<i>180.97</i>	<i>169.62</i>

$\frac{169.62}{180.97} = 93.75\%$ standard

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *21.13* Ft.

Summer freeboard = *5.23*

Moulded draught (d) = *15.90*

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = *3.97* = *4"*

Addition for Winter North Atlantic Freeboard (if required) = *2"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta = 3036$

Tons per inch immersion at summer load water line $T = 17.50$

Deduction = $\frac{\Delta}{40T}$ inches = $\frac{3036}{40 \times 17.50} = 4.33$

Other corrections, scantlings, etc. ...

TABULAR FREEBOARD corrected for Flush Deck (if required) *38.21*

Correction for coefficient $\frac{769 + 63}{136} = \frac{1449}{1360} = 1.065$

Depth Correction ... *3.22*

Deduction for superstructures ... *13.86*

Sheer correction ... *29*

Round of Beam correction ... *.01*

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ... *41.00*

Summer Freeboard = *62.83*

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

Tropical Fresh Water Line above Centre of Disc ...	<i>8.4</i>	Tropical Fresh Water Freeboard ...	<i>13.84</i>
Fresh Water Line " " ...	<i>4.4</i>	Fresh Water " " ...	<i>14.86</i>
Tropical Line " " ...	<i>4.4</i>	Tropical " " ...	<i>14.86</i>
Winter Line below " " ...	<i>4.4</i>	Winter " " ...	<i>14.86</i>
Winter North Atlantic Line " " ...	<i>6.4</i>	Winter North Atlantic " " ...	<i>14.86</i>

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	No. 1.	No. 2.	No. 3.	No. 4.	2 on R.P. 5 on Bks.	Class. Top 5 on Bks.	on up 5 on Bks.	on up 5 on Bks.	on up 5 on Bks.
Dimensions of Hatchway	26 x 24	33 x 34	26 x 24	28 x 24	60 x 2-8	18 x 4	18 x 4	3-7 x 2-7	3-7 x 2-7
COAMINGS	Height above Deck	3-6	3-6	3-0	3-0	18 x 4	18 x 4	3-7 x 2-7	3-7 x 2-7
	Thickness	7/16	7/16	7/16	7/16	7/16	7/16	7/16	7/16
	Stiffeners	2	2	2	2	2	2	2	2
	Brackets, Stays	2	2	2	2	2	2	2	2
HATCH BEAMS	Number	23	24	23	23	23	23	23	23
	Spacing	6-6	6-7	6-6	6-6	6-6	6-6	6-6	6-6
	Scantling and Sketch	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20
	Bearing Surface	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
FORE AND AFTERS	Number	5	5	5	5	5	5	5	5
	Spacing	4-0	4-0	4-0	4-0	4-0	4-0	4-0	4-0
	Unsupported Lengths	7-10	7-10	7-10	7-10	7-10	7-10	7-10	7-10
	Scantling* and Sketch	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20	36 x 8/20
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8
	How fitted	3/8	3/8	3/8	3/8	3/8	3/8	3/8	3/8
	Bearing Surface	3/4	3/4	3/4	3/4	3/4	3/4	3/4	3/4
Spacing of Cleats	21	20	22	22	26	30	30	30	30
Number of Tarpaulins	3	3	3	3	2	2	2	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? *Wire lashings provided 4 masts*

Particulars of fiddle, funnel and ventilator coamings:—

Stokehold gratings covered by strong steel hinged covers
Funnel vents in efficient condition
Fiddle to ~~be~~ *efficient* ~~in place~~ *in place*
Engine Room skylight of steel strong & constructed
Hole holed. ~~large broken to overhaul~~

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways:—

Companion entrance to engine room space strong & constructed
Strong & constructed steel deck beam
Door 4-5 x 1-10. sill 1-8. operated both sides.
of oak. panelled. 13/16 pane. 3/4 pane.

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

2 on foremast deck 5" dia x 15" high to crew space
1 on fore well deck 16" dia x 2-0" to hold
1 on bridge deck 6" dia x 6" high machine type to No 3 hold
1 on aft well deck 12" dia x 2-6 high to No 3 hold
1 on " " 16" " x 3-2 " to No 4 hold
1 on " " 6" " x 2-0 " to tunnel

no higher covers provided

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

Good neck on fore head 6" to mouth x 3" dia to tank
No 2 tank air pipe up side of deck 2-10 high x 2" dia
all others flush on deck with screened caps
wood plugs provided

Particulars of Gangway Cargo and Coaling Ports:—

None



W446-0022 ²/₂

Crews We forward discharge above up to no value
Captains We amended ship - below up to note value
Engineers We " " " " without value
" Both " " " "

Sidelights in Jaccarte Jettied with heavy dead leghs.
- Bridge space - - - -

Forecastle	handrails	3-0	hgh	2 rods	stanchions	4-3	apert
Bridge	"	3-3	-	2 "	"	"	"

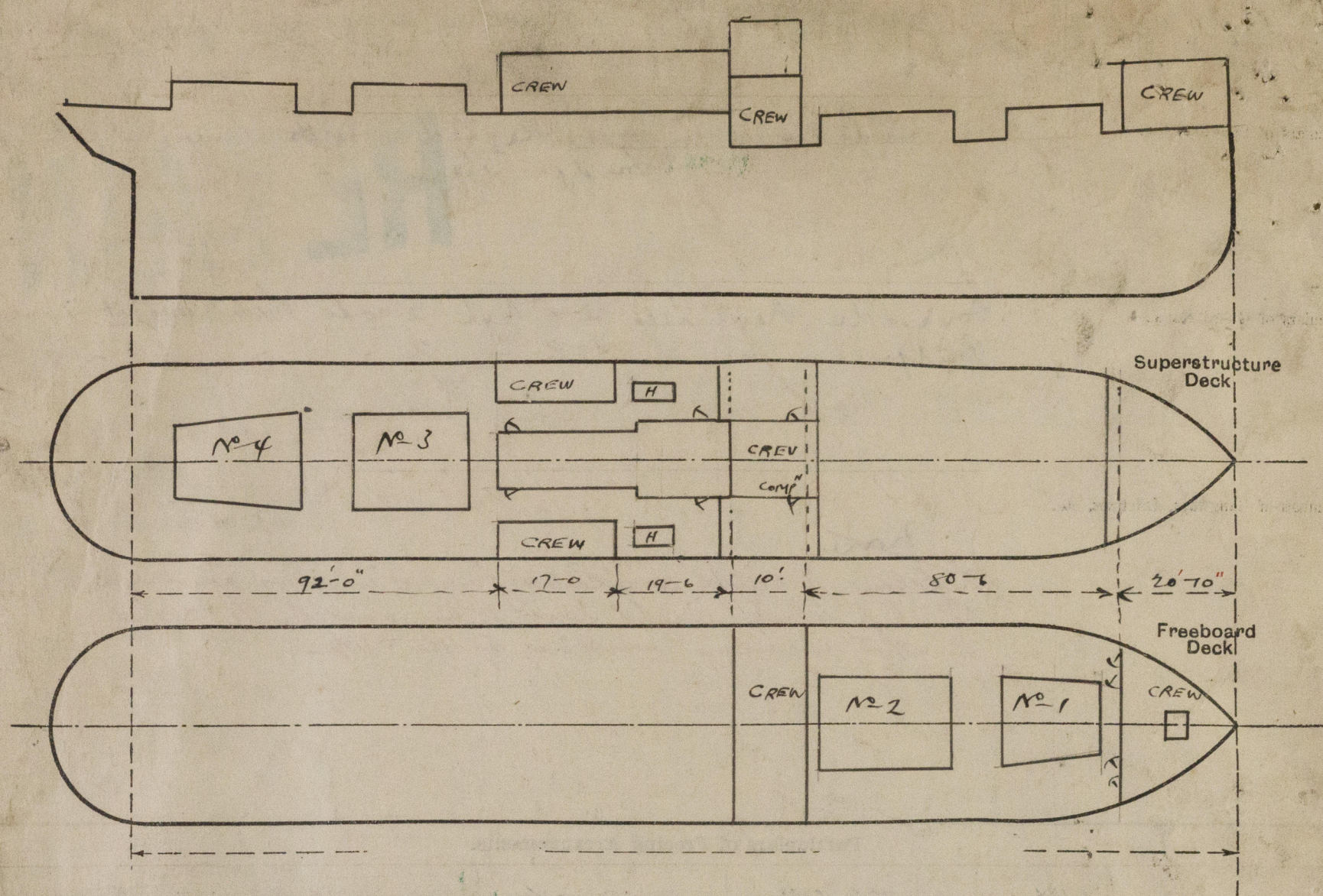
~~none~~
lifeline provided available for use in any part of
the ship which might have to be used by the crew
in the regular working of the ship.

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 } ...								3-4
Bridge, After Bulkhead	$\frac{7}{16}$	$\frac{7}{16}$	4" fl plate	2-6	none	none	✓	7-0
Bridge, Forward Bulkhead	$\frac{7}{16}$	$\frac{7}{16}$	$1\frac{1}{2} \times 3 \times \frac{7}{16}$ L	2-4 $\frac{1}{2}$	Bkts to B.	none	✓	7-0
Forecastle Bulkhead	$\frac{7}{16}$	$\frac{7}{16}$	4" fl plate	4-0.	none	4-6 x 1-10 $\frac{1}{2}$	1-10	7-0
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	$\frac{7}{16}$	$\frac{7}{16}$	$5\frac{1}{2} \times 3\frac{1}{2} \times \frac{7}{16}$	2-7	6 $\frac{1}{2}$ only	4-5 x 1-10	1-8	7-4.
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 } ...	no openings ✓
Bridge, After Bulkhead ... }	
Bridge, Forward Bulkhead	no openings ✓
Forecastle Bulkhead	4 ordinary steel hinged doors operated both sides ✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	2 ordinary steel hinged doors to E.R. & 2 to B.R. operated both sides ✓
Exposed Machinery Casings on Super-structure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships ...	

Stam 1076

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:—

The crew are berthed forward & amidships.
 Timber arrangement not desired.
 Vessel examined afloat for freeboard purposes only. & not due for special survey.

Mld Displ at 852 Mld 12. = 2825.

Grt. Displ at 16-0 = 3040. & TPI. 17 1/2

~~Hatch for rapids are bad generally.~~

- ~~3 in No 1 Hatch (Sides.)~~
- ~~3 sides of center in No 2~~
- ~~4 in No 3~~
- ~~4 in No 4 Hatch~~

~~Hatch with ends & sockets to repair~~
~~Cover, top to repair~~
~~End of flight to repair~~

Arrangement by return is desired

Request form.

Builder's name and yard number

J. Priestman & Co. Sunderland

Names of sister ships

Owners

Newbiggin & Co. Ltd. (L.R. Newbiggin Ltd. Managers)

Fee £

8 : 10 : -

Received by me

