

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index. No. 32942
(For London Office only.)

24 MAY 1932

N^o 30928

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

Forecastle

Port of Survey Sunduland

(Type of Superstructures.)

Date of Survey 20th May 1932

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
S.S. "QUARRINGTON COURT"	BRITISH LONDON	160614	6900	1928

Name of Surveyor James Dickie

Moulded Dimensions: Length 420.00 Breadth 56.16 Depth 36.37
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 16750 tons
 Coefficient of fineness for use with Tables .804

Particulars of Classification +100 A1.
with freeboard.

Depth for Freeboard (D)

Moulded depth ... 36.37
 Plating on exposed deck none
 $T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 36.42

Depth correction

(a) Where D is greater than Table depth
 (D - Table depth) R =
(36.42 - 28.00) 3 = +25.26.
 (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) 56' 2"
 Standard Round of Beam = $\frac{B \times 12}{50} = \frac{13.48}{50} = 13"
 Ship's Round of Beam = 13"
 Difference deficient .48
 Restricted to
 Correction = $\frac{\text{Diff}^{\circ}}{4} \times (1 - \frac{S_1}{L}) = \frac{.48}{4} \times (1 - \frac{9149}{1-0851}) = +11$$

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 ...					
" enclosed ...	<u>41.58</u>	<u>35.73</u>	<u>7' 6"</u>		<u>35.73</u>
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<u>41.58</u>	<u>35.73</u>			<u>35.73</u>

Standard Height of Superstructure 7' 6"
 " " R.Q.D. "
 Deduction for complete superstructure 42.00
 Percentage covered $\frac{S}{L} = \frac{9.922}{42.00}$
 " $\frac{S_1}{L} = \frac{8.512}{42.00}$
 " $\frac{E}{L} = \frac{8.512}{42.00}$
 Percentage from Table, Line A. 4.26%
 (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 x 0.0426 = -1.79

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>52.00</u>	1		<u>52.00</u>	<u>42.00</u>	<u>42.00</u>	1		<u>42.00</u>
$\frac{1}{8}$ L from A.P. ...	<u>23.14</u>	4		<u>92.56</u>	<u>17.75</u>	<u>18.96</u>	4		<u>75.84</u>
$\frac{3}{8}$ L " ...	<u>8.72</u>	2		<u>17.44</u>	<u>4.75</u>	<u>4.73</u>	2		<u>9.46</u>
Amidships ...	<u>-</u>	4		<u>0</u>	<u>-</u>	<u>-</u>	4		<u>-</u>
$\frac{5}{8}$ L from F.P. ...	<u>11.44</u>	2		<u>22.88</u>	<u>9.50</u>	<u>9.46</u>	2		<u>18.92</u>
$\frac{7}{8}$ L " ...	<u>46.28</u>	4		<u>185.12</u>	<u>35.75</u>	<u>37.92</u>	4		<u>151.68</u>
F.P. ...	<u>104.00</u>	1		<u>104.00</u>	<u>96.00</u>	<u>96.00</u>	1		<u>96.00</u>
Total ...				<u>468.00</u>					<u>393.90</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{44.1}{18} \left(\frac{75-0496}{2} \right) = +2.88$

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 = 9.5
 Moulded draught (d) = 26.92

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 6.73

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

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

804 + 68 = 872
1.36Depth Correction ... 25.26Deduction for superstructures ... 1.79Sheer correction ... 2.88Round of Beam correction ... 11

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ... 2.64Summer Freeboard = 114.00

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

Tropical Fresh Water Line above Centre of Disc ... 14.4
 Fresh Water Line " " ... 7.3
 Tropical Line " " ... 6.3
 Winter Line below " " ... 6.3
 Winter North Atlantic Line " " ... 11.4

Tropical Fresh Water Freeboard ... 8.33
 Fresh Water " " ... 8.10
 Tropical " " ... 8.11
 Winter " " ... 10.03
 Winter North Atlantic " " ... 11.4

27 MAY 1932

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Particulars of Scuppers and Sanitary Discharge Pipes

Bathroom, Pantry &c.
discharges led out in
twelve-decks without
Storm Valves.

No Scuppers on Foreboard Deck.

2-4" Brass Storm Valves from crew's side houses forward, port & starboard, led out in twelve-decks.
One 4" Brass Storm Valve from Captain's Saloon house led out on starboard side in twelve-decks.
One 4" Brass Storm Valve from Officer's & Engineer's side houses led out on starboard side in twelve-decks.
2-4" Brass Storm Valves from Crew Spaces aft, led out in twelve-decks, port & starboard.

Particulars of Side Scuttles:

Side Scuttles to crew spaces in twelve-decks aft & to crew spaces, in forecabin provided with hinged deadlights.
all scuttles of substantial construction.

Particulars of Guard Rails:-

Guard rails on upper-deck & forecabin 3'6" high with three rods & stanchions spaced about 4'6" apart.
Steel bulwarks 3'6" high in way of casing & deck houses, on upper-deck amidships efficiently constructed & supported & filled with one joining port each side 21" x 14" & 13" above deck.

Particulars of Gangways, Lifelines, etc.:-

~~NONE~~

Fittings & lifelines provided all fore aft on the foreboard decks for the protection of the crew

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 ...								
Forecabin Bulkhead ...	none	vertical .26	3 x 3 x 30	30" & 31"	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" & 31"	Bracket 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 .32	4 x 3 x 30	40"	Brackets at bottom at front & at top at 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).

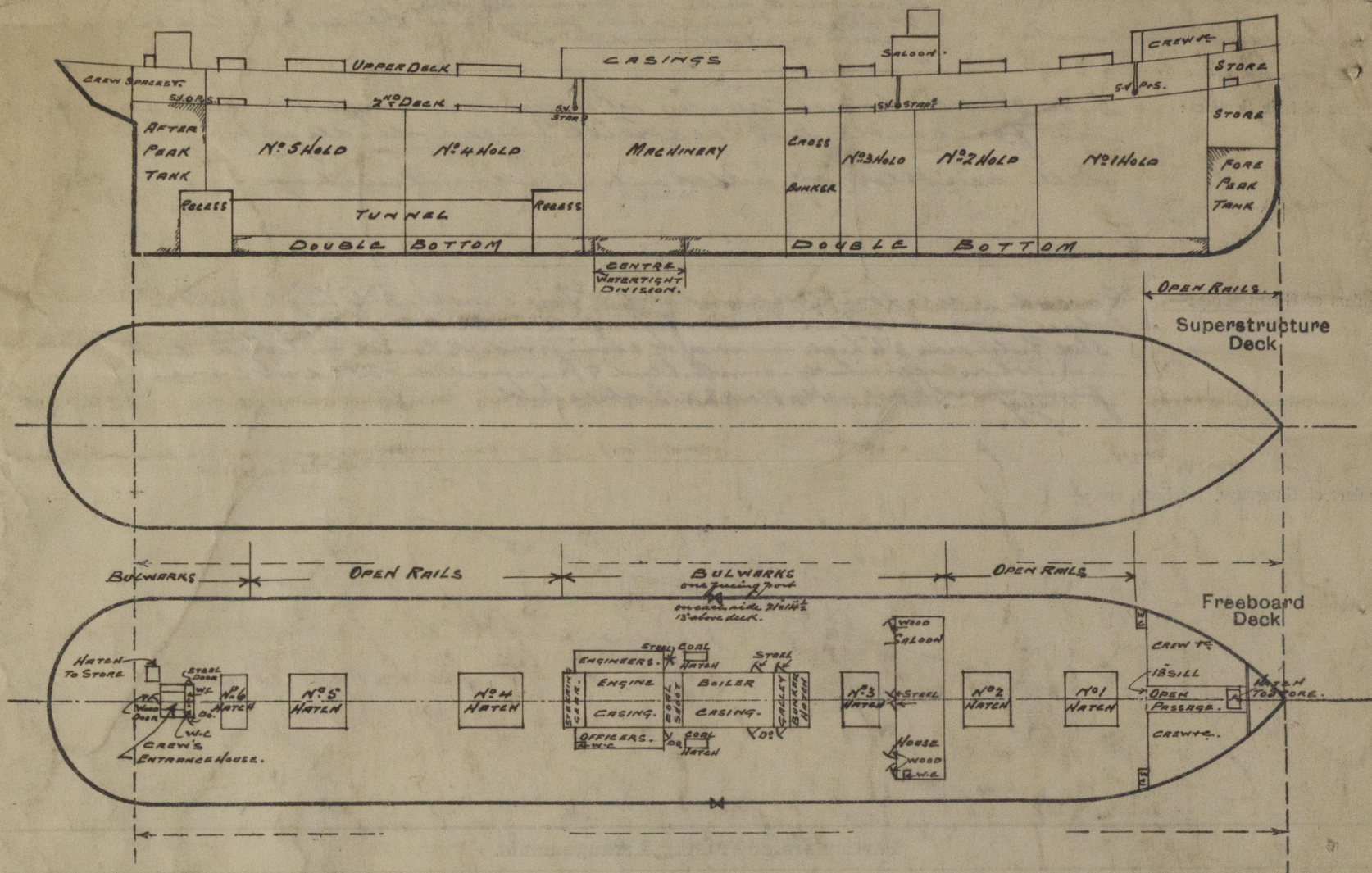
Poop Bulkhead ...								
Raised Quarter Deck Bulkhead ...	✓		✓		✓	✓	✓	✓
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...								
Forecabin Bulkhead ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...	✓		✓		✓	✓	✓	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

Open passage in centre below forecabin to crew spaces &c.
4 steel hinged-doors strongly constructed, & manipulated from both sides.
(from both sides.)
2 steel hinged-doors & 3 leak-doors 1 1/2" thick at after end of saloon house manipulated from both sides.

2/2 1020-705M

Quarrington Court.

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:—



External Displacement & Tons per inch.

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

Length.	Displacement.	Tons per inch.
27' 0" —	14490 —	48.55
28' 0" —	15074 —	48.43

The tunnel has been examined afloat.

Decks, -deck houses, casings, hatches, hatchways, ventilators & coamings, -air pipes, bulwarks, & general equipment examined.
The holds & tween-decks have been generally examined & found satisfactory.

Builder's name and yard number Lorthumberland S.S. Co. (1927) Ltd. ✓
Names of sister ships S.S. "Geddington Court". Sld Rpt no 30876, & S.S. "Hallington Court". Sld Rpt. no. 30927
Owners United British S.S. Co. Ltd. (Haldin & Philipps Ltd. Agents).

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