

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

670¹

see 1046

STEAMER, TANKER, SAILER: STRAMORE S.S.
Nationality British Builders' Name and No. of Ship Ailsa S. B. & Co. Ltd, Ayr. N° 395
Port of Registry Belfast Owners R. & D. A. Duncan Ltd.
Official Number 148145 Port and Date of Survey Belfast. December 1932
Gross Tonnage 245 Name of Surveyor J. Himey
Date of Build 11/1925 Names of Sister Ships
Particulars of Classification B.S.*

Type of Superstructures Quarter, Bridge and Forecastle

Give full particulars of the following:—

Fiddley and Funnel Coamings (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

on top of casing.
No Coamings. Fiddley Cover — steel, hinged, and permanently attached ✓

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

None ✓

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

To Saloon on Bridge Deck, protected by wooden deckhouse, of Teakwood, 4" sill, Teak wood door, operated from both sides.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

On Fiddle Dk. 11" 34" x 36" high 4" Rivet Pitch Wood plies and canvas covers provided.
Free Dk. 12" 36" x 36" high 4" Rivet Pitch.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

Air Pipe to Fore Pk on Fiddle Dk 15" high
" " Aft Pk - R.Q. Dk 28" high.
canvas covers fitted.

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

No Scuppers. Sanitary Discharge Forward, Port Side, of Iron with one Shorn Valve.

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

In Fiddle, 2 B.S. hinged, with permanent deadlights. (one deadlight broken S. Side)
In Bridge Space, 1 B.S. hinged and 1 on Bridge Front, hinged, with no deadlights, but 2 emergency wood plies provided.
Guard Rails on freeboard and superstructure decks (state type and where fitted)

On Fiddle Dk, 2 bar type 39" high.

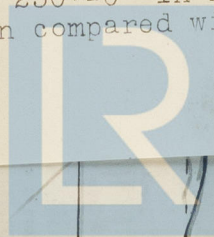
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R. Q. Deck - - - - - Bridge
- - - - - bk.

As this vessel is less than 250'-0" in length
the Freeboard Report has not been compared with the
approved plans.

002013-002023-0200(212)

Statement of special features in the construction of the ship



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Hand-drawn plan view of the R.Q. Deck (Right Quarter Deck) of a ship. The diagram shows the layout of the deck with various hatches and compartments. Key features include:

- Top Hatch:** A large rectangular hatch at the top, labeled "Buaker Hatch" and "3 P.P. - 2".
- Companionway:** A narrow passage labeled "Companionway" leading to the upper deck.
- Bridge:** A rectangular structure labeled "Bridge" and "Bk." (Bulkhead).
- Galley:** A rectangular compartment labeled "Galley" with a dashed outline.
- Port Hatch:** A small rectangular hatch labeled "Port Hatch" and "Apt. Port Hatch".
- W.C.:** A small rectangular compartment labeled "W.C." (Water Closet).
- Point Locker:** A small rectangular compartment labeled "Point Locker".
- Freeboard Deck:** The uppermost deck, indicated by a dashed line.
- Sheathed Superstructure Deck:** The lowermost deck, indicated by a dashed line.

The diagram is a plan view, showing the deck from above. The ship's hull is represented by a rounded rectangle. The deck is divided into several sections by dashed lines. The hatches and compartments are drawn with solid lines and labeled with text. The overall layout is symmetrical about a central longitudinal axis.

Length on summer load line 124'0" Moulded Breadth 21'0" Moulded Depth 9'9" Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 441 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7152$ 716.76

Displacement and tons per inch immersion in salt water at summer load line 500 tons 493 = 5.05

Moulded depth 9.75 ✓

Stringer Plate .32 ⁸⁰ .027 ✓

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

Rise of floor (in sailers) ✓

Depth for Freeboard (D) 9.777 ✓

Table Depth 8.267 ✓

Depth Correction $\frac{1}{130} \times 1.51 = .0116$ ✓

If restricted by superstructures

Deduction for Fresh Water $\frac{\Delta}{40T} = 2.1442$ 2 1/2 inches

Round of Beam Correction

Ships Round of Beam 5.5 inches

Standard Round of Beam $\frac{B \times 12}{50} = 5.04$ ✓

Difference .46 ✓

Restricted to

Correction Difference $\frac{1}{4} \times \left(1 - \frac{S}{L}\right) = .115 \times .434 = .0499$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	Standard Height of Superstructure	
Poop							6'-0"	✓
Raised Quarter Deck	45'-88" 7-15	F A	3'-1½"	45.93 x 3125 3116	45.37	✓	" " R.Q.D.	3'-16" ✓
Bridge	8'-75" 22.12 average	A	8'-0"	7-11 7-11	7-11	✓	Percentage covered S/L =	59.06
Forecastle	22'-24" 22-0 mean		5'-3"	20.35 x 525 6	17.81	✓	" " E/L =	56.60
Trunk Aft							" " from Table line A, B, -corrected for absence of forecastle if required,	41.24
Forward							Percentage from Table by interpolation for Bridge less than .2L if required =	
Tonnage Opening Aft							Deduction = 18.4 x 4.124	7.584
Forward							Percentage from Table for Tankers (or Timber ships) Deduction =	
Totals				73.23		70.18		

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product		
A.P.	22.5	22.4		1	22.5	Mean Actual sheer aft	= 72.9
L from A.P.	9.75	9.97		4	39.9	Standard " "	= 74.6
L from A.P.	2	2.46		2	4	Mean Actual sheer forward	= 14.956
Amidships	0	0		4	0	Standard " "	= 14.93
L from F.P.	5	4.93		2	10	Length of enclosed superstructure forward of amidships	= 0
L	19.75	19.94		4	79.8	Length of Ship	
F.P.	45.5	44.8		1	45.5	Length of enclosed superstructure aft of amidships	= 0.73
				18	200.0	Length of Ship	
Effective Mean Sheer						Sheer Correction = Difference X (75 - $\frac{S}{2L}$)	= 0.99 x .45
Standard " "							= 0.45
Difference						If limited on account of midship superstructure	=
						" to maximum allowance of 1 1/2 ins. per 100 ft.	=

TABULAR FREEBOARD corrected for flush deck if required = 12.4 ✓
Correction for co-efficient = $\times \frac{1.3952}{1.36}$ ✓ = 12.72

Depth correction	1.44 ✓		Saller, Tanker, Steamer	Timber
Deduction for superstructures		7.59		
Sheer correction	1.04 ✓		9.777 ✓	
Round of Beam correction		1.05 ✓	5.47	
Correction for thickness of deck amidships	✓		9.23	(d1.)
Other corrections, scantlings, etc.	✓			
	1.48	7.64 -		
Summer Freeboard in inches	=	6.56	Deduction for Tropical and addition for Winter freeboard d/4 = 2.307 ins.	
Additional allowance for superstructures on		2.31	Addition for Winter North Atlantic (if required)	= ins.
Timber carrying ships	w	8.87	Deduction for Tropical Timber Freeboard ^{d 1} / ₄	= ins.
Summer Timber Freeboard in Inches	T	4.25	Addition for Winter " " d 1/ ₃	= ins.
			" " N.A. Timber Freeboard (if required)	= ins.

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (wood steel)				
TROPICAL FRESH WATER LINE	above	centre of disc	4"	Corresponding Freeboard 0'-3"
FRESH WATER LINE	"	"	2 1/2"	0'-4 1/2"
TROPICAL LINE	"	"	1 1/2"	0'-5 1/2"
WINTER LINE	below	"	1 1/2"	0'-8 1/2"
WINTER NORTH ATLANTIC LINE	"	"	3 1/2"	0'-10 1/2"

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line				
TROPICAL FRESH WATER Timber line	above	centre of disc		Corresponding Freeboard
FRESH WATER	"	"	"	"
TROPICAL	"	"	"	"
WINTER	"	below	"	"
WINTER NORTH ATLANTIC	"	"	"	"

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
R.Q.D. "		.3	3" x 3" x 3	33"	Bktd.	none	-	
Bridge Aft Bulkhead						none	-	
" Forward "	.3	.3	5 1/2" x 3" x 3 1/2"	30"	Brackets	none	-	
Forecastle Bulkhead		.3	3" x 3" x 3 1/2"	24"		2 @ 3'-6" x 2 1/2" 1 @ 3'-6" x 16"	17" 16"	
Trunk, Aft								
" Forward								
Exposed Machinery Casings on								
Freeboard or R.Q. Decks	.35	.3	2 1/2" x 2 1/2" x 2 1/2"	30"	Bktd Tip.	4 @ 4'-6" x 2 1/2" 1 @ 4'-6" x 2 1/2" 1 @ 4'-11" x 2 1/2"	15" 15" 15"	6'-0"
Exposed Machinery Casings on								
superstructure decks								
Machinery Casings within Super-								
structures not fitted with Cl. 1.								
closing appliances								
Deckhouses on flush deck ships								

Poop Bulkhead	No openings
R.Q.D. "	No openings
Bridge Aft Bulkhead	No openings
" Forward "	No openings
Forecastle Bulkhead	2 Teakwood doors to Feste and 1 Steel door to Chain Locker.
Exposed Machinery Casings on Foreboard or R.Q. decks	4 Steel Doors to Fiddley + E. Room, 1 Steel door to Jolly, 1 Teak door to Engineers Room. All operated both sides, but all locks on Steel doors out of order
Exposed Machinery Casings on superstructure decks	
Machinery Casings within super- structures not fitted with Cl. 1. Closing Appliances	
Deck houses on Flush Deck ships	

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	✓ 45'-88"	2'-6"	2 @ 2'-0" x 1'-3" ^{as det} , 2 @ 2' x 1.5'	17	11.09
Forward Well	✓ 49'	3'-6"	3 @ 3' x 1' 1 @ 2.5' x 1'	11.5	11.4
State fore and aft position and height above deck to bottom of port, for each port	After Well	Aft Bridge 8'-6" + 20'-9"	Forward Well	11'-6" + 11'-6" + 11'-6" + 11'-6"	Bridge Front.
State whether freeing ports are fitted with shutters, bars or rails, and give particulars					

Pivoted Shutters. In Forward Well, bars in addition, bars of freeing port area, etc., on superstructure decks

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

UPPER DK.		Aft. Peak Hatch		Bunker Hatch	
1		24" x 22"		11'-9" x 4'-9"	
40'-3" x 11'-6"		22"		{ 18" Above Casing	
32"		.31		: .3	
.5		-		-	
6 x 3 x 4 B.O.		-		-	
5 @ 36 B. Plate at Hatch Beams		-		-	
5		-		-	
5'-3" x 7'-0"		-		-	
3 x 3 x 4 1/2		-		-	
13 x 32		-		-	
3 x 3 x 5 double		-		-	
3		-		-	
3'-0"		-		-	
6'-6"		-		-	
21.7 x 6 P.P side 6 x 6 P.P		-		-	
3"		-		-	
W. Pine. 2 1/2		Steel .4		W. Pine. 2"	
Shutwale 3"		hinged		one piece 1 1/2"	
24"		21"		12"	
2		none		2	

Note: - Steel Covers of Bunker Hatch are bracketed slightly and require attention.

Note: - Steel Covers of Bunker Hatch are braced slightly and require attention.

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

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? **Yes**

Gangways and Lifelines

None Each side in forward well

Gangway, Cargo and Coaling Ports in sides of ship

None

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules?

Is provision made for protection of steering gear, and is emergency steering gear provided?

Are efficient uprights, sockets and lashings provided according to rules?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the

24th May 1933



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Chief Surveyor.

Secretary.