

See 613
LL. 4.C.

Reassignment
Copy sent to B. O. T. on 23 JAN 1936

HULL

1

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

1104

SURVEY FOR FREEBOARD

"VERONICA TENNANT"

STEAMER, TANKER, SAILED BY IPSWICH TRADER S.S. ~~WITHOUT~~ TIMBER DECK CARGO
Nationality British Builders' Name and No. of Ship F.W. Horlock, Mistley N° 6.
Port of Registry Harwich LONDON
Official Number 161032 Owners F.W. Horlock's Ocean Transport Co. Ltd.
Gross Tonnage 484 DUFF, HERBERT & MITCHELL LTD. LIVERPOOL LONDON E.C.3.
Date of Build 7/1927 Port and Date of Survey HULL 21-X-35
lengthened 19'3" in 10/1935 Name of Surveyor Robert H. Craig
Particulars of Classification B S * Names of Sister Ships

Type of Superstructures

Raised Quarter Deck, 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)

Fiddley Covers Steel, Chairs fitted.
Funnel 15' coam.

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


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)

Note

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)

R.Q. Dk. 1 covl 45" Coam. } Dk. Coam. 4-5 Drains, Wood plugs & Canvas covers.
Upper Dk. 1 covl 48" Coam. }

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

Ht. of Airpipes thus 
R.Q. Dk. To A Peak 1 off 30" canvas cover provided
Fole To F Peak 1 off 15"

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

3. Discharges From Fole. Space NR. Valve Brass.
S " " above R.Q.D. N.R. "

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

Hinged Circular Deadlights

Guard Rails on freeboard and superstructure decks (state type and where fitted)

Open Rails Fole, 3'-0" 2 rails.

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Lloyd's Register
Foundation

002138-002130-0026 1/2

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

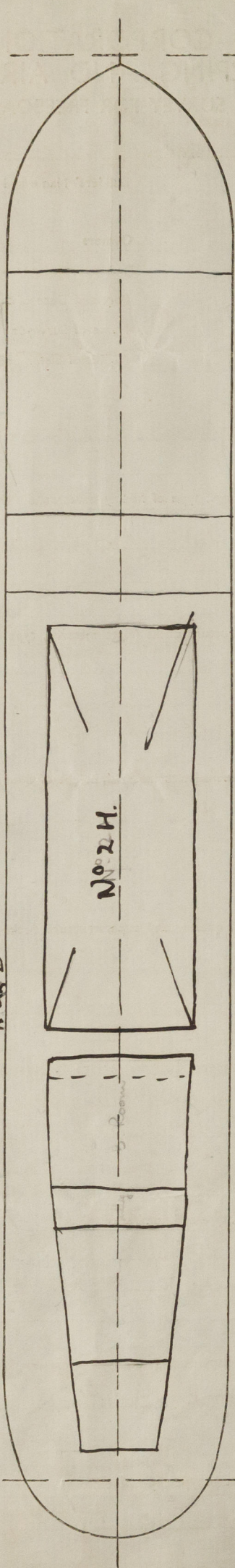
002138-002150-0026 $\frac{2}{2}$

Statement of special features in the construction of the ship

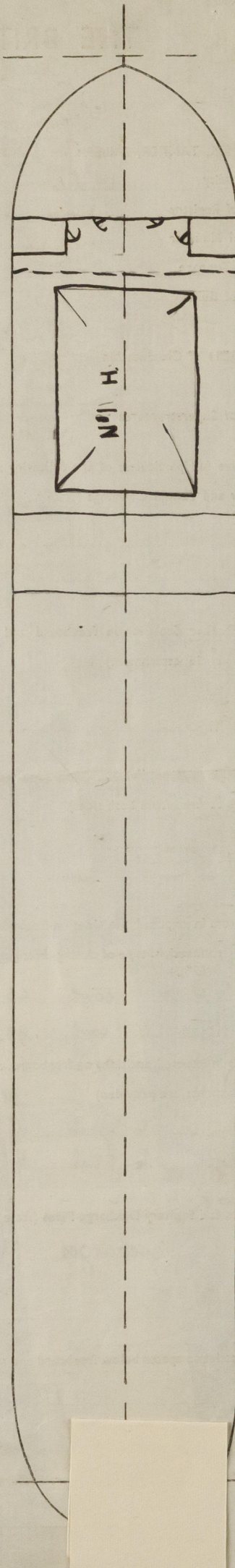
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches.

Superstructure Deck

R.Q. Dk.



Freeboard Deck



Statement of special features in the construction of the ship

COMPUTATION OF FREEBOARD.

Length on summer load line 161' 2 1/2" Moulded Breadth 24' 0" Moulded Depth 11' 6" Depth of Keel 7' 7"

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

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

Displacement and tons per inch immersion in salt water at summer load line

Moulded depth 11' 6"

Stringer Plate 44

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

Rise of floor (in sailers)

Depth for Freeboard (D)

Table Depth

Depth Correction

If restricted by superstructures

Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches

Round of Beam Correction

Ships Round of Beam 6 inches

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

Difference

Restricted to

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) =$

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) |
|---------------------|-----------------|--------------------|--------|-------------------------|-------------------|----------------------|
| Poop | | | | | | |
| Raised Quarter Deck | 100' 25" | F | 4' | | | |
| Bridge | 20' 75" | A | 7' | | | |
| Forecastle | 22' 5" | Sides | 7' | | | |
| Trunk Aft | | | | | | |
| Forward | | | | | | |
| Tonnage Opening Aft | | | | | | |
| Forward | | | | | | |
| Totals | | | | | | |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product |
|----------------------|--------------|----------------|-----------------|------|---------|
| A.P. | | | | 1 | |
| 1/2 L from A.P. | | | | 4 | |
| 1/2 L from A.P. | | | | 2 | |
| Amidships | | | | 4 | |
| 1/2 L from F.P. | | | | 2 | |
| 1/2 L | | | | 4 | |
| F.P. | | | | 18 | |
| Effective Mean Sheer | | | | | |
| Standard " " | | .05L + 5 | | | |
| Difference | | | | | |

TABULAR FREEBOARD corrected for flush deck if required =

Correction for co-efficient =

Depth correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for thickness of deck amidships

Other corrections, scantlings, etc.

Summer Freeboard in inches =

Additional allowance for superstructures on

Timber carrying ships =

Summer Timber Freeboard in inches =

Standard Height of Superstructure

" " R.Q.D.

Percentage covered S/L =

" " E/L =

" from Table line A, B, (corrected for absence of forecastle if required)

Percentage from Table by interpolation for Bridge less than .2L if required =

Deduction =

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Mean Actual sheer aft =

" Standard " "

Mean Actual sheer forward =

" Standard " "

Length of enclosed superstructure forward of amidships =

Length of Ship

Length of enclosed superstructure aft of amidships =

Length of Ship

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) =$

If limited on account of midship superstructure =

" to maximum allowance of 1 1/2 ins. per 100 ft. =

DRAUGHTS AND SEASONAL CORRECTIONS

Sailor, Tanker, Steamer

Timber

Depth to Freeboard Deck in feet 15' 6.44

Summer Freeboard in feet 4' 2.50

Moulded Draught (d) 11' 3.94

Addition for Keel 7

Extreme draught 11' 11

Deduction for Tropical and addition for Winter freeboard d/4 = ins.

Addition for Winter North Atlantic (if required) = ins.

Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = ins.

Addition for Winter " $\frac{d}{3}$ = ins.

" " N.A. Timber Freeboard (if required) = ins.

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (wood steel) 4' 2 1/2" as before

TROPICAL FRESH WATER LINE above centre of disc 3 1/2" Corresponding Freeboard 3' 11"

FRESH WATER LINE " " 3" " " 3' 11 1/2"

TROPICAL LINE " " 1/2" " " 4' 2" (2 min)

WINTER LINE below " " 2" " " 4' 4 1/2"

WINTER NORTH ATLANTIC LINE " " 4" " " 4' 6 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

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. " | | | | | | note | | |
| Bridge Aft Bulkhead | 5/16 | 5/16 | 4 x 3 x 3/8 | 30" | | note | | |
| " Forward " | 3 | 26 | 5" x 3 x 4 BA. | 30" | Bld. top & botm | note | 18" | |
| Forecastle Bulkhead | 5/16 | 5/16 | 3 x 3 x 3/4 | 27" | | 2 @ 4'-10" x 2'-3" | 18" | |
| Trunk, Aft | | | | | | | | |
| " Forward | | | | | | | | |
| Exposed Machinery Casings on | .32 | .26 | 2 1/2 x 2 1/2 x 32 | 30" | Bld. Top | 4 @ 4'-6" x 22" | 20" | 7'-0" |
| Freeboard or R.Q. Deck | | | | | | | | |
| Exposed Machinery Casings on | | | | | | | | |
| superstructure decks | | | | | | | | |
| Machinery Casings within Super- | | | | | | | | |
| structures not fitted with Cl. 1. | | | | | | | | |
| closing appliances | | | | | | | | |
| Deckhouses on flush deck ships | | | | | | | | |

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead

R.Q.D. " No openings

Bridge Aft Bulkhead No openings

" Forward " No openings

Forecastle Bulkhead Hinged Steel Doors manipulated from both sides

Exposed Machinery Casings on

Freeboard or R.Q. deck

Exposed Machinery Casings on

superstructure decks

Machinery Casings within super-

structures not fitted with Cl. 1.

Closing Appliances

Deck houses on Flush Deck ships

PARTICULARS OF FREING ARRANGEMENTS

Length of Bulwark

Height of Bulwark

No. and size of Freeing Ports each side

Area each side

Rule Area

After Well R.Q. Dk. 100' 3" 3' 0" 2-4'-0" x 1'-9" + 1-2'-0" x 1'-6" 20 sq. ft. 20.05 sq. ft.

Forward Well 27' 9" 4' 0" 2-6'-0" x 1'-6" + 3 @ 2'-0 1/2" x 1'-6" 9.42 sq. ft. 9.27 sq. ft.

State fore and aft position and height above

deck to bottom of port, for each port

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Balanced Doors

Give particulars of freeing port area, etc., on superstructure decks

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

| Number and description of Hatchway from forward | | Dimensions of Hatchway | | Height } steel { deck above } wood { sides Thickness { ends | | Stiffeners | | Brackets or Stays | | Number | | Spacing | | Scantling and Sketch | | Bearing Surface and thickness of carriers or sockets | | Number | | Spacing | | Unsupported lengths | | Scantling and Sketch | | Bearing Surface and thickness of carriers or sockets | | Material | | Thickness | | How Fitted | | Bearing Surface | | Spacing of Cleats | | Number of Tarpaulins | |
|---|--|------------------------|--|--|--|-----------------------------|--|--------------------|--|--------|--|---------------------------|--|----------------------|--|--|--|--------------|--|---------|--|---------------------|--|----------------------|--|--|--|----------|--|-----------|--|------------|--|-----------------|--|-------------------|--|----------------------|--|
| 1. Upper Dk. R. & A. | | 24'6" x 13'6" | | 3'4" - 44 | | 7' x 3' x 46 B.A. Sides | | 2 Plt. Bldg. Sides | | 4 | | 4'11" (3 x 3 x 38) | | | | 3' x 3' x 44 | | 3' x 3' x 44 | | None | | None | | None | | W. Ply | | 2 1/2" | | F. & A. | | 3" | | 24" | | 2 | | | |
| 2 | | 45'6" x 13'6" | | 3'4" - 44 | | 6 1/2" x 3' x 44 B.A. Sides | | 4 Plt. Bldg. Sides | | 8 | | 5'5" - 11'7" (3 x 3 x 38) | | | | 3' x 3' x 44 | | 3' x 3' x 44 | | None | | None | | None | | Wood | | 2 1/2" | | F. & A. | | 3" | | 24" | | 2 | | | |
| NEW | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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[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**

LOCKING BARS

Gangways and Lifelines Life Line P. & S. from B'dge. to P'de. fitted. Eyebolts fitted at B'dge. & P'de. B'ds. and stayed to ringbolts on hatches. Lifeline led through portable stanchions on Hatch coamings spaced 6' to 6'-6" short platform from ladders to hatch top.

Gangway, Cargo and Coaling Ports in sides of ship

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 6th November 1935

Chief Surveyor.
Secretary.

2020

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