

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Report No. 19201A.

Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~

having Top gallant forecastle, Bridge Poop

Port of Survey Swansea

Date of Survey 14th & 15th March, 1932

Name of Surveyor Hauish Weffatou

Ship's Name British Scout
Nationality and Port of Registry British Swansea
Official Number 143979
Gross Tonnage 1507
Date of Build 1922-10

Moulded Dimensions: Length 244.7 Breadth 36.95 Depth 20.0
Moulded displacement at moulded draught = 85 per cent. of moulded depth 3192 tons
Coefficient of fineness for use with Tables .726

Particulars of Classification +100A1
Carrying petroleum in bulk
pitch oil fuel 10-22 F.P. above 150°F

Depth for Freeboard (D)
Moulded depth 20.0
Stringer plate .6042" .05
Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$ ✓
Depth for Freeboard (D) = 20.05

Depth correction
(a) Where D is greater than Table depth
(D-Table depth) R =
 $(20.05 - 16.31) 1.882 = +7.04$
(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) 37.00
Standard Round of Beam = $\frac{B \times 12}{50} = 8.88$
Ship's Round of Beam = 9'12"
Difference .62
Restricted to
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.62}{4} \times (1 - .4704) = .08$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Prop enclosed ...	<u>67.0</u>	<u>67.00</u>	<u>6'-9"</u>	<u>✓</u>	<u>67.00</u>
" overhang ...	<u>✓</u>				
R.Q.D. enclosed ...	<u>✓</u>				
" overhang ...	<u>✓</u>				
Bridge enclosed ...	<u>20.2</u>	<u>20.17</u>	<u>14'-6"</u>	<u>✓</u>	<u>20.17</u>
" overhang aft ...	<u>5"</u>	<u>.31</u>			<u>.31</u>
" overhang forward ...	<u>5"</u>	<u>.21</u>			<u>.21</u>
File enclosed ...	<u>26.4</u>	<u>26.33</u>	<u>7'-4"</u>	<u>✓</u>	<u>26.33</u>
" overhang ...	<u>2'-2"</u>	<u>1.08</u>			<u>1.08</u>
Trunk aft ...	<u>✓</u>				
" forward ...	<u>✓</u>				
Tonnage opening aft ...	<u>✓</u>				
" forward ...	<u>✓</u>				
Total ...	<u>116.51</u>	<u>115.10</u>			<u>115.10</u>

Standard Height of Superstructure 6.0
" " R.Q.D. ✓
Deduction for complete superstructure 30.47
Percentage covered $\frac{S}{L} = 47.61\%$
" " $\frac{S_1}{L} = 47.04\%$
" " $\frac{E}{L} = 47.04\%$
Percentage from Table, Line A.
(corrected for absence of forecastle (if required))
Percentage from Table, Line B. TANKER 38.04
(corrected for absence of forecastle (if required))
Interpolation for bridge less than 2L (if required)
Deduction = $30.47 \times .3804 = - 11.59$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>34.47</u>	<u>1</u>	<u>✓</u>	<u>34.47</u>	<u>31"</u>	<u>30.75</u>	<u>30.75</u>	<u>1</u>	<u>30.75</u>
$\frac{1}{8}L$ from A.P. ...	<u>15.34</u>	<u>4</u>	<u>✓</u>	<u>61.36</u>	<u>9"</u>	<u>11.06</u>	<u>11.06</u>	<u>4</u>	<u>44.24</u>
$\frac{3}{8}L$ " ...	<u>3.79</u>	<u>2</u>	<u>✓</u>	<u>7.58</u>	<u>3"</u>	<u>2.76</u>	<u>2.76</u>	<u>2</u>	<u>5.52</u>
Amidships ...	<u>✓</u>	<u>4</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>✓</u>	<u>4</u>	<u>✓</u>
$\frac{5}{8}L$ from F.P. ...	<u>7.58</u>	<u>2</u>	<u>✓</u>	<u>15.16</u>	<u>7 1/2"</u>	<u>7.21</u>	<u>7.21</u>	<u>2</u>	<u>14.42</u>
$\frac{7}{8}L$ " ...	<u>30.68</u>	<u>4</u>	<u>✓</u>	<u>122.72</u>	<u>29"</u>	<u>28.83</u>	<u>28.83</u>	<u>4</u>	<u>115.32</u>
F.P. ...	<u>68.94</u>	<u>1</u>	<u>✓</u>	<u>68.94</u>	<u>59"</u>	<u>62.00</u>	<u>62.00</u>	<u>1</u>	<u>62.00</u>
Total ...				<u>310.23</u>					<u>272.25</u>

Mean actual sheer aft = Deficient
Mean standard sheer aft
Mean actual sheer forward = Deficient
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = Does not apply
" " aft of " = Does not apply

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{37.98}{18} \times (.75 - .238) = + 1.08$
If limited on account of midship superstructure. ✓
If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.
Ft.
Depth to Freeboard Deck = 20.05
Summer freeboard = 2.33
Moulded draught (d) = 17.72
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.43 = 4 1/2"
Addition for Winter North Atlantic Freeboard (if required) = 2.44 = 2 1/2"

Deduction for Fresh Water.
Displacement in salt water at summer load water line
 $\Delta = 3355$
Tons per inch immersion at summer load water line
 $T = 17.70$
Deduction = $\frac{\Delta}{40T}$ inches = 4.74 = 4 3/4"

TABULAR FREEBOARD corrected for Fresh Deck (if required)	
Correction for coefficient	$\frac{.726 + .68}{1.36} = 1.406$
	<u>1.36</u>
Depth Correction ...	<u>7.04</u> <u>✓</u>
Deduction for superstructures ...	<u>✓</u> <u>11.59</u>
Sheer correction ...	<u>1.08</u> <u>✓</u>
Round of Beam correction ...	<u>✓</u> <u>.08</u>
Correction for Thickness of Deck amidships ...	<u>✓</u> <u>✓</u>
Other corrections, scantlings, etc. ...	<u>✓</u> <u>✓</u>
	<u>8.12</u> <u>11.67</u> <u>-3.55</u>
	Summer Freeboard = <u>28.03</u>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—
Tropical Fresh Water Line above Centre of Disc ... 9 1/4"
Fresh Water Line " " ... 4 3/4"
Tropical Line " " ... 4 1/2"
Winter Line below " " ... 4 1/2"
Winter North Atlantic Line " " ... 7"

Tropical Fresh Water Freeboard ... 1' - 6 3/4"
Fresh Water " " ... 1' - 11 1/4"
Tropical " " ... 1' - 11 1/2"
Winter " " ... 2' - 8 1/2"
Winter North Atlantic " " ... 2' - 11"
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RECEIVED 83-0096

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS														
Description of Hatchway			FORD HOLD	No 1 Tank Port & Starboard	No 2 Tank Port & Starboard	No 3 Tank Port & Starboard	No 4 Tank Port & Starboard	No 5 Tank Port & Starboard	No 1 Summit Tank P/S	No 2 Summit Tank P/S	No 3 Summit Tank P/S	Ford Cofferdam P/S	Ford Pump Room	
Dimensions of Hatchway			4'-6" x 10'-0"	6'-0" x 4'-0"	6'-0" x 4'-0"	6'-0" x 4'-0"	6'-0" x 4'-0"	6'-0" x 4'-0"	3'-0" x 3'-0"	3'-0" x 3'-0"	3'-0" x 3'-0"	17" dia	23" x 23"	
COAMINGS	{	Height above Deck	30" ✓	10" ✓	10" ✓	10" ✓	10" ✓	10" ✓	17" ✓	17" ✓	17" ✓	8" ✓	30" ✓	
		Thickness	Sides	.44 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.5 ✓	.5 ✓	.5 ✓	.63 ✓	.5 ✓
			Ends	.44 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.5 ✓	.5 ✓	.5 ✓	.63 ✓	.5 ✓
		Stiffeners	✓	-	-	-	-	-	-	-	-	-	-	-
		Brackets, Stays	✓	-	-	-	-	-	-	-	-	-	-	-
HATCH BEAMS	{	Number	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Spacing	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Scantling and Sketch	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Bearing Surface	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
FORE AND AFTERS	{	Number	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Spacing	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Unsupported Lengths	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Scantling* and Sketch	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
		Bearing Surface	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	NIL ✓	
HATCH COVERS	{	Material	W. Wood	Steel ✓	Steel ✓	Steel ✓	Steel ✓	Steel ✓	Steel ✓	Steel ✓	Steel ✓	Steel ✓	W. Wood	
		Thickness	2 1/2	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	.63 ✓	2 1/2
		How fitted	F+A	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	Hinged ✓	F+A
		Bearing Surface	2 1/2	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2" ✓	2 1/2
Spacing of Cleats			20"	14 1/2" ✓	14 1/2" ✓	14 1/2" ✓	14 1/2" ✓	14 1/2" ✓	8" ✓	8" ✓	8" ✓	14" ✓	16"	
Number of Tarpaulins			2	✓	✓	✓	✓	✓	✓	✓	✓	✓	2	
*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? ✓														

Particulars of fiddle, funnel and ventilator coamings:—

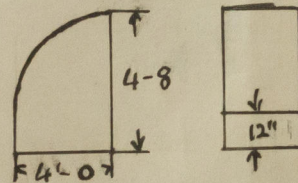
Steel deck, gratings with efficient hinged steel covers, Engine room skylight steel flaps glass bulls eyes main funnel riveted to deck ✓
 2 Vents to Stokehold 2'-0" dia .20 Thick ✓
 2 Vents to Engine Room 1'-6" dia .20 Thick ✓

Particulars of Flush Bunker Scuttles:—

NONE ✓

Particulars of Companionways:—

Poop deck. Companion to after pump room steel plates .35 ✓
 Hinged teak door manipulated from both sides 2 1/2 x 2 1/2 x .35 angle. ✓
 Sill 12" door opening 1'-1" x 3'-9. ✓

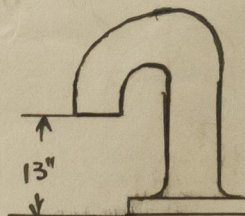


Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

one Ventilator to after pump room Port starboard
 10" dia Coaming 3'-0" High .32 plate angle 3 x 2 x .25. ✓
 Wood plugs & canvas covers provided ✓

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

Cast Iron Goosenecks / 13" from deck on Poop deck.
 protected by rails Canvas covers provided



Particulars of Gangway Cargo and Coaling Ports:—

NONE ✓



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Particulars of Scuppers and Sanitary Discharge Pipes

From Engineers
Accommodation

one paucy discharge, 2" fitted with storm valves on ship's side ✓
" W.C. " 3 1/2 " " " " " " ✓
" Bathroom " 3 " " " " " " ✓
five overboard scuppers from freeboard deck no valves. —

Particulars of Side Scuttles:

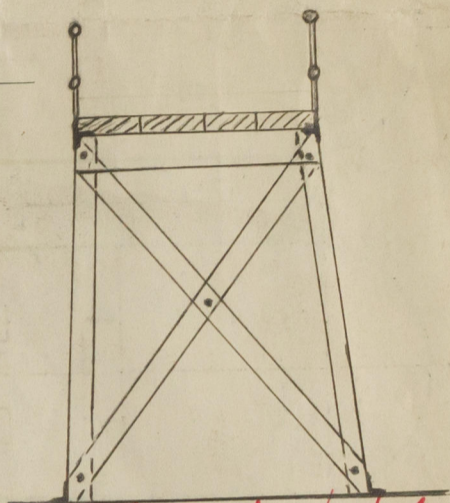
glass lights, Brass Hinged frames
no deadlights, fitted in Bridge front
and Engineers accommodation aft. ✓

Particulars of Guard Rails:—

2 Tier steel stanchions riveted to deck 3'-5" High
Spaced 4'-0" fitted with steel rails round Poop
& forecastle. ✓

Particulars of Gangways, Lifelines, etc.:

Fore and aft gangway from Poop to bridge House
from bridge house to forecastle 2'-6" broad 2 1/2" wood
deck, fitted in 5 x 2 1/2 x 38 steel T bars, supported
on struts 3" x 3" x 25 angles 6'-0" apart riveted
to legs on deck. Two tier steel stanchions 3'-5" High
riveted to T bars spaced 4'-0" apart and fitted
with steel wires. ✓



Particulars of Freeing Arrangements.

Open rails fitted for half length
Exposed portion of weather deck (see sketch)

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
er Well ...	73'-11 1/2" 74'-2"	4'-2" to 3'-9"	3'-0" x 1'-3"	3	10.25 sq ft	73.96 sq
ward Well ...	56'-8" 54'-5"	4'-0"	3'-0" x 1'-3"	2	7.5 sq ft	54.25 sq

ate position of each freeing port ... } After Well:— 11'-4" 20'-3" 20'-8" 13'-0" Ford Well, 25'-3" 18'-0" 7'-5"
and A. position and height above deck edge) } Forward Well:— 16"
ate whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
Ports fitted with three vertical bars.

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

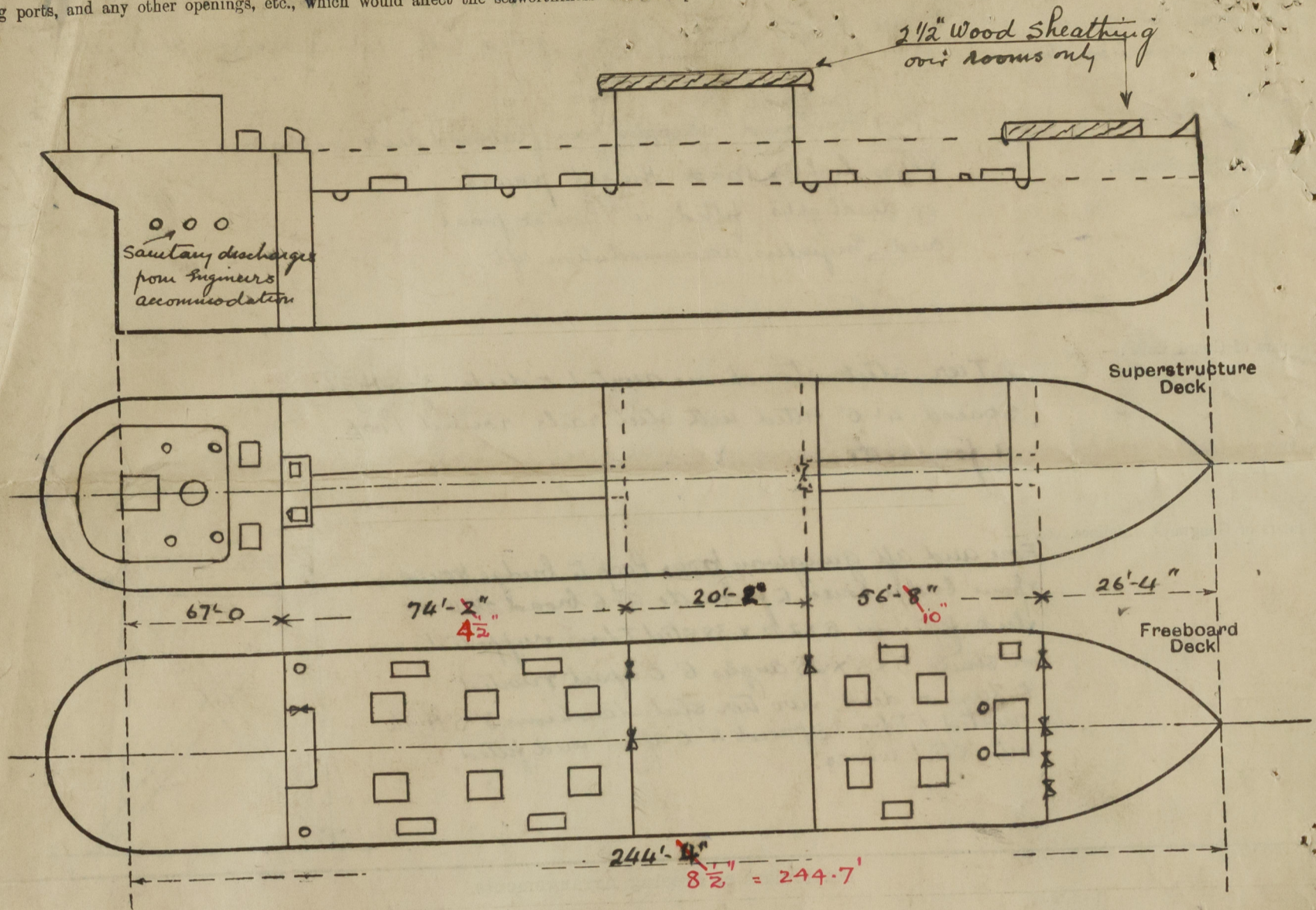
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	38 ✓	38 ✓	7 x 3 x 56 B.A. 3 1/2 x 2 1/2 x 38	2'-6" ✓	Bracketed Top & Bot.	✓	✓	6'-9" ✓
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	38 ✓	38 ✓	4" x 3 x 38 ✓	3'-0" ✓	Bracketed Top & Bottom	2'-6" x 5'-0" ✓ 3'-6" x 4'-6" ✓	18" ✓	14'-6" ✓
Bridge, Forward Bulkhead ...	44 ✓	44 ✓	6 1/2 x 3 x 38 ✓	3'-0" ✓	Bracketed Top & Bottom	2'-6" x 5'-0" ✓	18" ✓	14'-6" ✓
Forecastle Bulkhead ...	32 ✓	32 ✓	3 x 2 x 38 ✓	3'-0" ✓	✓	1'-1" x 5'-0" ✓	18" ✓	7'-4" ✓
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks ...	38 ✓	38 ✓	3 1/2 x 2 1/2 x 38 ✓	2'-6" ✓	Bracketed Top ✓	2'-2" x 5'-0" ✓	16" ✓	7'-7" ✓
Machinery Casings within Superstructures 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 ...	NONE.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ...	one Hinged steel door. Manipulated from both sides, one bolted plate door. ✓
Bridge, Forward Bulkhead ...	one Hinged steel door " " " " one Teak wood door manipulated both sides ✓ see B.L.S. Cr. 15-6-23
Forecastle Bulkhead ...	Four Teak wood doors manipulated from both sides ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	one steel Hinged door to pump room, manipulated from both sides. ✓
Exposed Machinery Casings on Superstructure Decks ...	Three Hinged steel doors & Two Teak wood doors manipulated from both sides ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	
Deckhouses on Flush Deck Ships ...	

British Scout

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, etc., 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 shown on the following sketches:—



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

COEFF.
MOULDED DEPTH = 20'-0"
85% = 17'-0"
Keel = 2"
Ext. = 17'-2"

FRESH WATER
MLD DR = 17'-72
= 17'-8 3/4"
Keel = 2"
Ext. = 17'-10 3/4"

FROM SCALE
Ext. 17'-3 3/4" = 3240
Ext. 16'-10 1/4" = 3140
5 1/2

FROM SCALE
17'-8 1/2" A = 3315
Av. T.P.I. = 17.70
2 1/4 x 17.70 = 40 TONS
A @ Ext DR 17'-10 3/4" = 3355

3 3/4' x 100 = 68
5 1/2 : A @ 17'-2" = 3208
x .995 = 3192

Comp =

OUT

Builder's name and yard number Swan Hunter & Wigham Richardson Ltd Newcastle

Names of sister ships ✓

Owners British Tanker Co Ltd

Fee £ 9 : 7 : 0 Received by me *OUT*

Paid 12/14/32



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