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# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

078

STEAMER, TANKER, SAILER: THEEMS S.S. (ex Jolly Bruce) WITH/TIMBER DECK CARGO  
 Nationality British Builders' Name and No. of Ship  
 Port of Registry London X Gebr. Van Diepen  
 Official Number 14964 X Walford Lines Ltd.  
 Gross Tonnage 553  
 Date of Build 11/1920 Port and Date of Survey London 5/32  
 Name of Surveyor J. J. Gussak  
 Particulars of Classification B.S. (Coasting Service) Names of Sister Ships

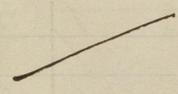
Type of Superstructures Poop, Raised Quarter deck and Forecastle

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 9" Coam. Steel covers, hinged to fiddley tops. Height of casing 7'-0"  
Funnel 11" 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)

to Side Wood Deck 16' sill closed secured from both sides  
none

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)

Side Deck 20' high 16' Coam. Wood Plugs + canvas covers  
Fore'd Well. 10' high 7'3" Coam.

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

Side Deck 10' off 14" high  
Fore'd Well 10' off 20" " Recommended Air Pipes to be made standard height. Gauge fitted  
Poop Deck 20' off 7" "

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

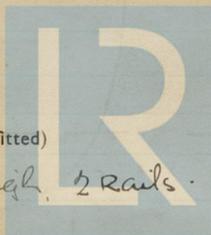
Scupper Fore'd Well. 2. P. + S. above Deck. Thus 1" space Cupper Deck.  
Sanitary Discharge 1 from Side led thro' Side Non Return Brass.  
" " 1 from Poop - Poop " "  
Bo Wash Basin from Poop space led through shell below upper Deck, open to shell + metal Plug in Basin

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

lucular, hinged Dead Light's

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

Poop Deck, 3'-6" high, 2 Rails.



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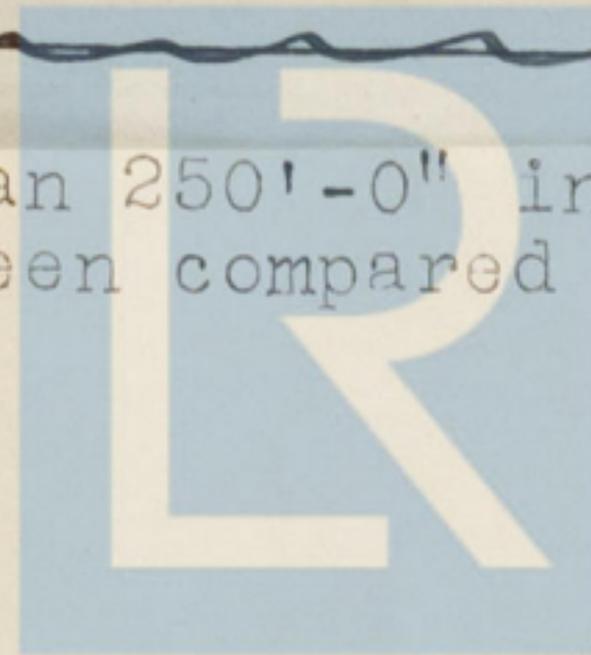
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As this vessel is less than 250'-0" in length  
the Freeboard Report has not been compared with the  
approved plans.

G.H.W.

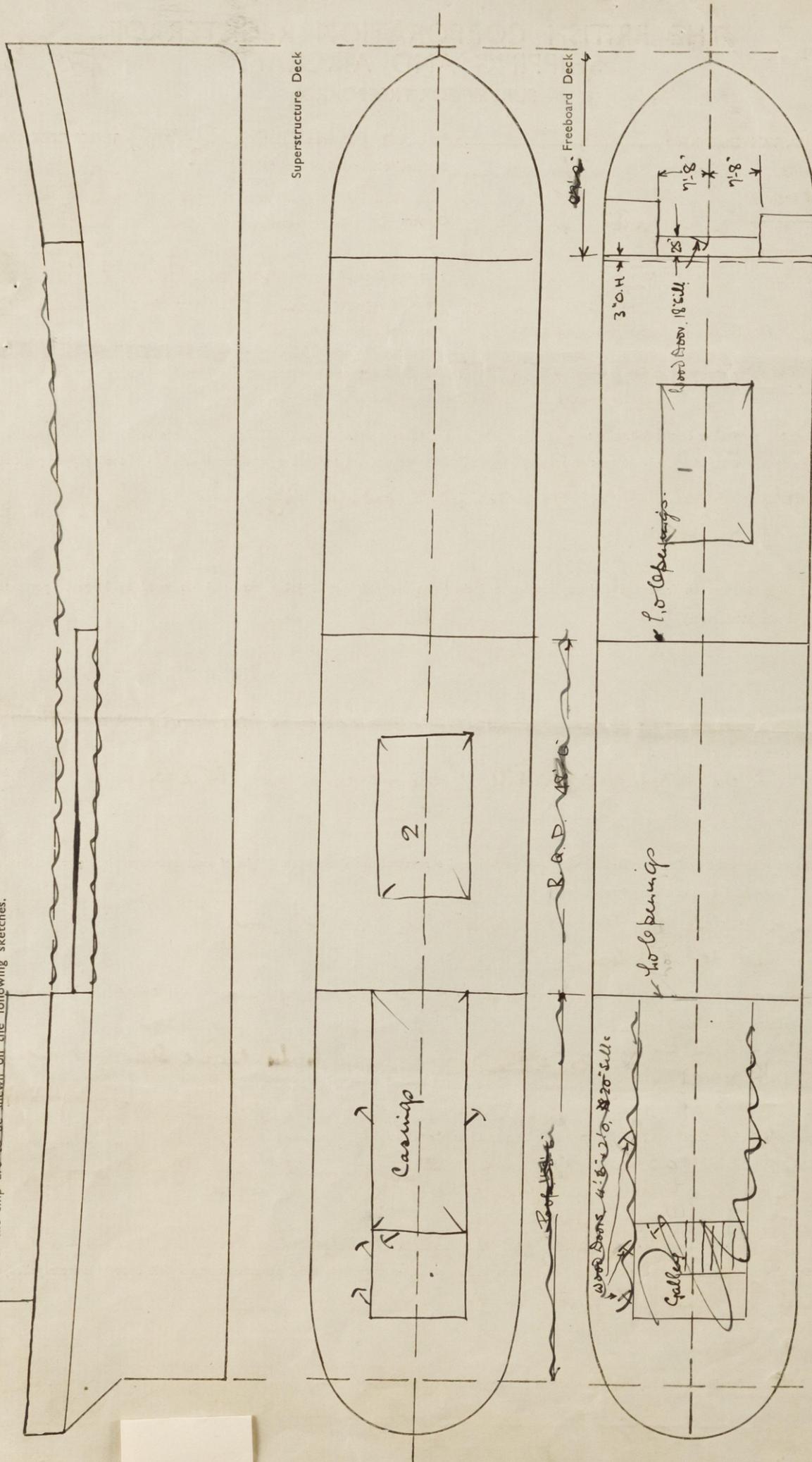
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown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



Statement of special features in the construction of the ship

SERVICE ENDORSEMENT "AND ONLY SO LONG AS THE SHIP IS EMPLOYED ON THE HOME TRADE" <sup>from owners</sup>

COMPUTATION OF FREEBOARD.

Length on summer load line 159.0' Moulded Breadth 27'-0" Moulded Depth 13'-2" Depth of Keel  
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons  
 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 Deduction for Fresh Water  $\frac{\Delta}{40T}$  = inches  
 Stringer Plate Round of Beam Correction  
 Sheathing on exposed deck T  $(\frac{L-S}{L})$  Ships Round of Beam 9.5 inches  
 Rise of floor (in sailers) Standard Round of Beam  $\frac{B \times 12}{50}$   
 Depth for Freeboard (D) Difference  
 Table Depth Restricted to  
 Depth Correction Correction  $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L})$   
 If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	52.4		7'-0"				Standard Height of Superstructure
Raised Quarter Deck	48.6		3'-0"				" " R.Q.D.
Bridge							Percentage covered S/L =
Forecastle	27.2	5"	6.75				" " E/L =
Trunk Aft							" from Table line A, B, (corrected for absence of forecastle if required)
Forward							Percentage from Table by interpolation for Bridge less than 2L if required =
Tonnage Opening Aft							Deduction =
Forward							Percentage from Table for Tankers (or Timber ships) =
Totals							Deduction =

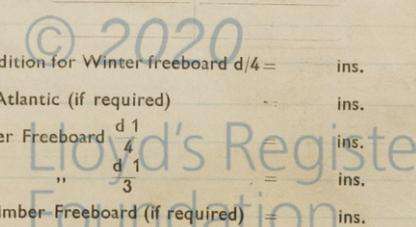
Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.	34"			1		Mean Actual sheer aft =
1/2 L from A.P.	14"	x		4		" Standard " "
1/2 L from A.P.	2"	x		2		Mean Actual sheer forward =
Amidships	0	x		4		" Standard " "
1/2 L from F.P.	14"	x		2		Length of enclosed superstructure forward of amidships =
1/2 L	46"	x		4		Length of Ship
F.P.	32"			1		Length of enclosed superstructure aft of amidships =
				18		Length of Ship
Effective Mean Sheer						Sheer Correction = Difference X $(.75 - \frac{S}{2L})$ =
Standard " "		.05L + 5				If limited on account of midship superstructure =
Difference						" to maximum allowance of 1 1/2 ins. per 100 ft. =

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 =

DRAGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet		
Summer Freeboard in feet		
Moulded Draught (d)		(d1.)
Addition for Keel		
Extreme draught		
Deduction for Tropical and addition for Winter freeboard $d/4$ =		ins.
Addition for Winter North Atlantic (if required)		ins.
Deduction for Tropical Timber Freeboard $\frac{d1}{4}$		ins.
Addition for Winter " $\frac{d1}{3}$		ins.
" " N.A. Timber Freeboard (if required)		ins.

1906 Computation



SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)		3'-4"
TROPICAL FRESH WATER LINE above centre of disc	NOT ASSIGNED	-
FRESH WATER LINE	3'	3'-1"
TROPICAL LINE	NOT ASSIGNED.	-
WINTER LINE below	2'	3'-6"
WINTER NORTH ATLANTIC LINE	4 1/2'	3'-8 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		
WINTER NORTH ATLANTIC		

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead		1/25	3 x 2 1/2 x 25	30"				
R.Q.D. "		3	4 x 2 1/2 x 3	24"				
Bridge Aft Bulkhead	-----							
" Forward "	-----							
Forecastle Bulkhead	3/16	3/16	3 x 3 x 3	26"		1. 4' 9" + 2' Wood 18"		
Trunk, Aft	-----							
" Forward	-----							
Exposed Machinery Casings on Freeboard or R.Q. Decks	1/4	3/16	3 x 3	27"	Bldg. Lops	4. 4' 6" + 2' Wood 20"		7' 0"
Exposed Machinery Casings on superstructure decks	1/4	3/16	3 x 3 x 3	27"	Bldg. Lops	4. 4' 6" + 2' Wood 20"		7' 0"
Machinery Casings within Superstructures 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)

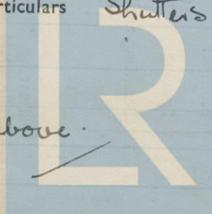
Poop Bulkhead	no openings
R.Q.D. "	no openings
Bridge Aft Bulkhead	-----
" Forward "	-----
Forecastle Bulkhead	Hinged Wood Door, manipulated from both sides
Exposed Machinery Casings on Freeboard or R.Q. decks	<del>Hinged Steel Door, manipulated from both sides</del>
Exposed Machinery Casings on superstructure decks	Hinged Wood Doors, manipulated from both sides
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances	-----
Deck houses on Flush Deck ships	-----

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
R. Q. Deck	48.6	5 1/2'	4 P.O.S. 24" x 18"	12 φ	11.36 φ
Forward Well	30.8	4 3/2"	4 P.O.S. 24" x 18"	4 φ	9.57 φ
State fore and aft position and height above deck to bottom of port, for each port	R. Q. Deck From Poop front, 2'-3", 9'-6", 11'-0" + 9'-6" centres, 7' above Decks. Forward Well From left end of Well 2'-0", 7'-0", 7'-3", 7'-0" Centres, 7' above Deck.				
State whether freeing ports are fitted with shutters, bars or rails, and give particulars	Shutters + Rails				

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

See above.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2
	UPPER DK 21.8' x 14.5'	QUARTER DK 23.5' x 14.5'
COAMINGS	31" 18.44" → F. T. 18.44" 2+2	30 1/2" .44 No N° 1.
HATCH BEAMS	3 5'-5"	3 5'-10"
FORE AND AFTERS	3 x 3 x 4 16 x 4 3 x 3 x 4 made is	AS N° 1 3 x 3 x 4
HATCH COVERS	W. Pine 3" F+A 3" 21"	W. Pine 3" F+A. 3" 21"
Number of Tarpaulins	2	2

[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 *life line Port + Starboard from Poop to 1/4 cle. 2 1/2" stem Rope fastened to Poop + 1/4 cle Blos on eyebolts + cleats and stayed to Ring bolts on Statches on Deck. spacing of stays not to exceed 15'*

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 *11th January 1933*



Lloyd's Register of Shipping and Aircraft  
 Foundation Secretary