

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

2094

SURVEY FOR FREEBOARD

25/1/44

S.M. "SANNY" ~~CHANT 25~~

STEAMER, TANKER, SAILER: ~~CHANT 25~~ "SANNY" WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship GOOLE S.B. & REPAIR YALTO

Port of Registry GOOLE Owners GOOLE N° 411 REDEIARTE BOLAGET SALLY. MARIEHAMM. ~~Messrs C. Rowbotham & Sons, LONDON~~

Official Number 180108 Gross Tonnage 402.40

Date of Build FEB 1944. Port and Date of survey GOOLE DURING CONSTRUCTION.

Particulars of Classification B.S.* { BULK OIL CARRIER } SPECIAL SERVICE Name of Surveyor E. HENDERSON.

Names of Sister Ships CHANT N°s.

Type of Superstructures POOP AND FORECASTLE

Trade of Ship

Service Endorsement if any

| SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel) | | |
|---|--------|------------------------------|
| TROPICAL FRESH WATER LINE above centre of disc | 5" | Corresponding Freeboard 0-4" |
| FRESH WATER LINE " " " | 2 1/2" | " " 0-9 1/2" |
| TROPICAL LINE " " " | 2 1/2" | " " 0-9 1/2" |
| WINTER LINE below " " | 2 1/2" | " " 1-2 1/2" |
| WINTER NORTH ATLANTIC LINE " " " | 4 1/2" | " " 1-4 1/2" |

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

| TROPICAL FRESH WATER Timber line above L.S. | Corresponding Freeboard |
|---|-------------------------|
| FRESH WATER " " " " | " " |
| TROPICAL " " " " | " " |
| WINTER " " below " | " " |
| WINTER NORTH ATLANTIC " " " " | " " |

Number of years recommended for load line certificate

DATE OF ISSUE 14-2-44
DATE OF EXPIRY 13-2-49

D.L

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

[Signature]
Chief Surveyor

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the 2ND FEBRUARY, 1944

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[Signature]
Secretary
Lloyd's Register Foundation

002184-002193-0196

COMPUTATION OF FREEBOARD

Length on summer load line $141'-0"$ Moulded Breadth $27'-0"$ Moulded Depth $11'-0"$ Depth of Keel $1/2"$
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 725 Tons @ $9'-6" 1/6"$
 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 798 TONS. 8.03 TONS @ $10/8$.
 Moulded depth $11'-0.00$. Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
 Stringer Plate $-.031$. Round of Beam Correction
 Sheathing on exposed deck T $(\frac{L-S}{L})$ $-$ Ships Round of Beam NIL inches
 Rise of floor (in sailers) $-$ Standard Round of Beam $\frac{B \times 12}{50} = 6.48$.
 Depth for Freeboard (D) $11'-0.31$. Difference 6.48 .
 Table Depth $1/15$. 9.40 . Restricted to
 Depth Correction $1/130$. 1.631 . Correction $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = 1.62 \times 2242 = 3665 \text{ ON.}$
 If restricted by superstructures $= 1.769 \text{ ON.}$

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) |
|---------------------|-----------------|--------------------|--------|-------------------------|-------------------|----------------------|
| Poop | 37'-6 3/4" | - | 7'-0" | 41.26 | - | 41.26 |
| Raised Quarter Deck | | | | | | |
| Bridge | | F | | | | |
| | | A | | | | |
| Forecastle | 13'-8 1/16" | 1'-10" | 8'-0" | 15.63 | - | 14.82 |
| Trunk Aft | 21'-9" | | 7'-0" | 18 x 3.55 = 63.9 | 1/27 | 14.50 |
| " Forward | 41'-2" | | 3'-4" | 27 x 6 = 162 | | 15.25 |
| Tonnage Opening Aft | 18'-10" | | 3'-4" | 14.71 x 3.33 = 49.0 | 27 x 6 = 162 | 5.70 |
| " Forward | | | | | | |
| Totals | | | | 56.89 | | |

Standard Height of Superstructure 6.0 .
 " " R.Q.D. $-$
 Percentage covered S/L = 40.34% .
 " " E/L = 64.93% .
 " from Table line A, B, (corrected for absence of forecastle if required) $-$
 Percentage from Table by interpolation for Bridge less than $\cdot 2L$ if required = $-$
 Deduction = $-$ 57.423 .
 Percentage from Table for Tankers (or Timber ships) = $-$
 Deduction = $20.1 \times 57.43 = 11.54 \text{ OFF.}$

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product |
|-----------------|--------------|----------------|-----------------|------|---------|
| A.P. | | | | 1 | |
| 1/2 L from A.P. | | | | 4 | |
| 3/4 L from A.P. | | | | 2 | |
| Amidships | | | | 4 | |
| 1/2 L from F.P. | | | | 2 | |
| 3/4 L " " | | | | 4 | |
| F.P. | | | | 1 | |
| | | | | 18 | |

Effective Mean Sheer = 0.00 .
 Standard " " $\cdot 05L + 5 = 12.05$.
 Difference 12.05 .

Mean Actual sheer aft = $LESS THAN 1$.
 " Standard " " $LESS THAN 1$.
 Mean Actual sheer forward = $LESS THAN 1$.
 " Standard " " $LESS THAN 1$.
 Length of enclosed superstructure forward of amidships = $Length of Ship$
 Length of enclosed superstructure aft of amidships = $Length of Ship$
 Sheer Correction = Difference $\times (.75 - \frac{S}{2L}) = 12.05 \times 5483 = 6.608 \text{ ON.}$
 If limited on account of midship superstructure = $-$
 " to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. = $-$

TABULAR FREEBOARD corrected for flush deck if required = 14.33 .

Correction for co-efficient = $\frac{1.393}{1.36} = 1.68$. DRAUGHTS AND SEASONAL CORRECTIONS

| | + | - | | Summer Tanker, Steamer | Timber |
|---|------|-------|---|------------------------|--------|
| Depth correction | 1.77 | - | Depth to Freeboard Deck in feet | 11.031 | |
| Deduction for superstructures | - | 11.54 | Summer Freeboard in feet | 1.000 | |
| Sheer correction | 6.61 | + | Moulded Draught (d) | 10'-0 3/8" | (d1) |
| Round of Beam correction | .37 | - | Addition for Keel | .042 | |
| Correction for thickness of deck amidships | - | - | Extreme draught | 10'-0 7/8" | |
| Other corrections, scantlings, etc. | - | - | Deduction for Tropical and addition for Winter freeboard $d/4 = 2.5$ ins. | | |
| Summer Freeboard in Inches | 12' | = | Addition for Winter North Atlantic (if required) | -45 | ins. |
| Additional allowance for superstructures on Timber carrying ships | | = | Deduction for Tropical Timber Freeboard $\frac{d1}{d}$ | | ins. |
| Summer Timber Freeboard in inches | | = | Addition for Winter " " $\frac{d1}{3}$ | | ins. |
| | | = | " " N.A. Timber Freeboard (if required) | | ins. |

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
 SURVEY FOR FREEBOARD
 CONDITIONS OF ASSIGNMENT

SHIPS NAME "CHANT 23" OFFICIAL NUMBER 180108
 Nationality and Port of Registry BRITISH, GOOLE.

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

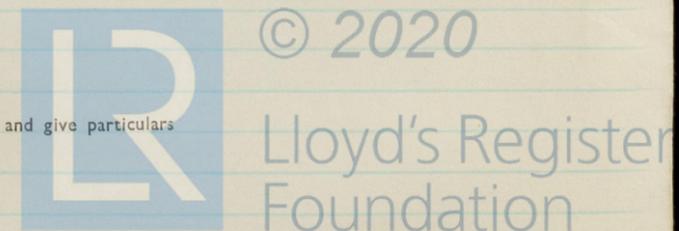
| | Coaming | Plating | Stiffeners | Spacing | End Attachments | No. and size of Openings | Height of Sills | Height of Casings |
|---|---------|------------|------------------------|--------------|--------------------------------|--------------------------|-----------------|-------------------|
| Poop Bulkhead | | 5/16" 1/2" | 5" x 5/16" | 2'-3" | WELDED. | 2 @ 10" Dia. | 5'-1" | 7'-0" |
| R.Q.D. " | | | | | | | | |
| Bridge Aft Bulkhead | | | | | | | | |
| " Forward " | | | | | | | | |
| Forecastle Bulkhead | | 5/16" | 3" x 3" x 1/2" | 2'-0"-2'-6" | WELDED. | 2 @ 4'-11" 1'-10" | 1'-3" | 8'-0" |
| Trunk, Aft | 5/16" | 1/2" | 4" x 5/16" 3/2 x 5/16" | 1'-8"-1'-10" | " | - | - | 7'-0" |
| " Forward | | | 4" x 5/16" | 1'-8" | " | - | - | 3'-6" |
| Exposed Machinery Casings on Freeboard or R.Q. Decks | | | | | | | | |
| Exposed Machinery Casings on superstructure decks | 5/16" | 1/2" | 4" x 5/16" | 1'-9" | WELDED AT TOP BRKTS. AT BOTTOM | - | - | 8'-3"-8'-5" |
| Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances | | | | | | | | |
| Deckhouses on flush deck ships | | | | | | | | |

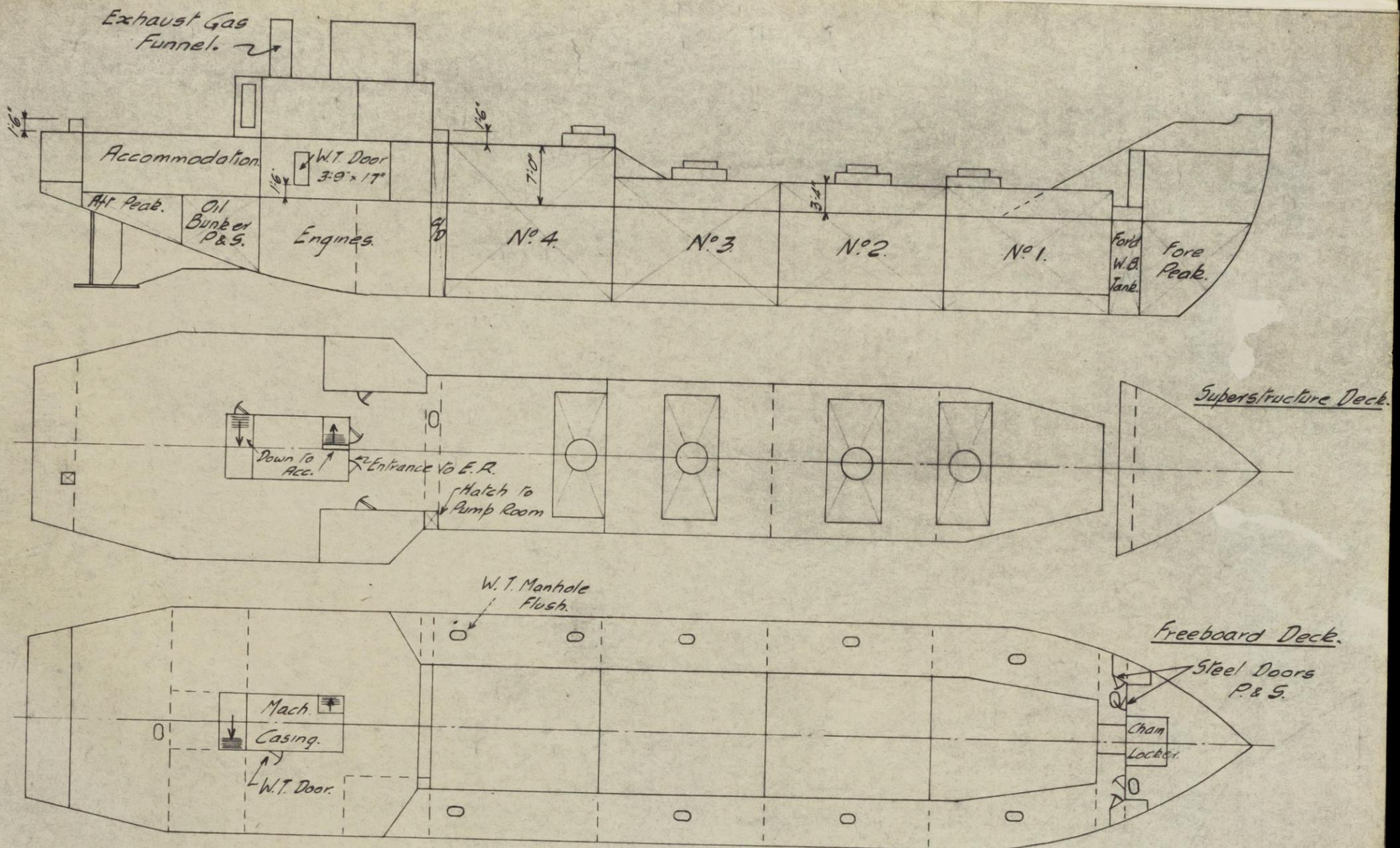
PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

| | |
|---|----------------------------------|
| Poop Bulkhead | |
| R.Q.D. " | |
| Bridge Aft Bulkhead | |
| " Forward " | |
| Forecastle Bulkhead | STEEL DOORS OPERATED BOTH SIDES. |
| Exposed Machinery Casings on Freeboard or R.Q. decks | |
| Exposed Machinery Casings on superstructure decks | |
| 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 |
|---|-------------------|-------------------|---|----------------|-----------|
| After Well | SEE SKETCH | | | | |
| Forward Well | | | | | |
| State fore and aft position and height above deck to bottom of port, for each port | | | After Well | | |
| | | | Forward Well | | |
| State whether freeing ports are fitted with shutters, bars or rails, and give particulars | | | | | |
| 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 | UPPER DECK | | | POOP DECK | | | | |
|--|----------------------------|---|----------------------------------|-------------------------|---|-------------------------|-----------------------|-------------------------|
| | CARGO HATCHES No. 1, 2, 3. | OIL TIGHT HATCHES No. 1, 2, 3. | SMALL O.T. HATCHES Nos. 1, 2, 3. | CARGO HATCH No. 4. | OIL TIGHT HATCH No. 4. | SMALL O.T. HATCH No. 4. | PUMP ROOM HATCH | HATCH TO AFT STORE. |
| Dimensions of Hatchway | 15'-0" x 6'-7 3/4" | 5'-0" x 6'-7 3/4" | 4'-0" DIA. | 15'-0" x 6'-7 3/4" | 15'-0" x 6'-7 3/4" | 4'-0" DIA. | 2'-2 1/2" x 1'-9 1/2" | 2'-0" x 1'-10" |
| COAMINGS | Height } steel } deck | 6'-10" | 5'-8" | 1'-6" COAM. | 1'-6" COAM. | 10" COAM. | 1'-6" COAM. | 1'-6" COAM. |
| | Height } wood } deck | 1'-6" COAM. | 1'-6" COAM. | 10'-4" COAM. | 1'-6" COAM. | 2'-6" | 1'-6" COAM. | 1'-6" COAM. |
| Thickness | 5/16" sides, 5/16" ends | 5/16" | 3/4" | 5/16" sides, 5/16" ends | 5/16" sides, 5/16" ends | 3/16" | 1/4" | 5/16" sides, 5/16" ends |
| Stiffeners | 6 x 3 x 5/16 O.A. | 6 x 3 x 5/16 O.A. | | 6 x 3 x 5/16 O.A. | 6 x 3 x 5/16 O.A. | | | |
| Brackets or Stays | 4" x 5/16" | 4" x 5/16" | | 4" x 5/16" | 4" x 5/16" | | | |
| HATCH BEAMS | Number | | | | | | | |
| | Spacing | | | | | | | |
| Bearing Surface and thickness of carriers or sockets | | | | | | | | |
| FORE AND AFTERS | Number | | | | | | | |
| | Spacing | | | | | | | |
| Unsupported lengths | | | | | | | | |
| Bearing Surface and thickness of carriers or sockets | | | | | | | | |
| HATCH COVERS | Material | WOOD | STEEL | WOOD | STEEL | STEEL | STEEL | WOOD |
| | Thickness | 2 5/8" | 1/4" WITH 4" x 5/16" | 3/8" | 2 5/8" | 1/4" WITH 4" x 5/16" | 3/8" | 1/4" |
| How Fitted | F & A. | AT STIFFENERS AT 2'-6" CRS. WITH HEMP PACKING | WITH HEMP PACKING | F & A. | AT STIFFENERS AT 2'-6" CRS. WITH HEMP PACKING | WITH HEMP PACKING | WITH HEMP PACKING | F & A. |
| Bearing Surface | 3" | | | 3" | | | | 2" |
| Spacing of Cleats | 2 1/4" | COVER SECURED BY BOLTS AT 12" CRS. | COVER SECURED BY 8 DOGS. | 2 1/4" | COVER SECURED BY BOLTS AT 12" CRS. | COVER SECURED BY 8 DOGS | COVER SECURED BY LOCK | 2 EACH SIDE. |
| Number of Tarpaulins | 2 | | | 2 | | | | 2 |

Are tarpaulins in good condition and in accordance with rule requirements? Yes.

Are lashings provided in accordance with rule requirements? Yes - 2 1/2" HEMP.

Are wood fore and afters steel shod at all bearing surfaces? NONE FITTED

Are battens and wedges efficient and in good condition? Yes.

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