

1-6-42.

LRHCO. B.O.T. ✓
LLHCO. OWNERS. ✓MODIFICATIONS IN GREEN MADE DURING
OIL FUEL CONVERSION JULY 1947.

Form LL. 4.C. Revised

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

1903.

STEAMER, ~~TANKER~~, ~~SAILER~~ "STANCLEEVE"
 Nationality British Builders' Name and No. of Ship Wm. Pickersgill & Sons Ltd.
 Port of Registry London Ship No. 253
 Official Number 168294 Owners J. A. Billmeir & Co. Ltd. Managers.
 Gross Tonnage 5970 Stanhope Steamship Co Ltd.
 Date of Build 6/42 Port and Date of survey Sunderland during cast.
 Name of Surveyor W. J. Noble
 Particulars of Classification B.S.* (With Freeboard.) Names of Sister Ships STANHILL
 Type of Superstructures Complete superstructure (Middle line opening aft permanently closed)
with 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	<u>13 1/2"</u>	<u>343 m/a</u>	Corresponding Freeboard	<u>10'-1 1/2"</u>	<u>3086</u>
FRESH WATER LINE	<u>7"</u>	<u>178 "</u>	" "	<u>9'-0"</u>	<u>2743</u>
TROPICAL LINE	<u>6 1/2"</u>	<u>165 "</u>	" "	<u>9'-6 1/2"</u>	<u>2908</u>
WINTER LINE below " "	<u>6 1/2"</u>	<u>165 "</u>	" "	<u>9'-7"</u>	<u>2921</u>
WINTER NORTH ATLANTIC LINE " " "	-		" "	<u>10'-8"</u>	<u>3251</u>

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

Issue 29/6/42 Expiring 28/6/47
 123 Endorsement.

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

Chief Surveyor

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

on the

1st July 1942

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Secretary

002362-002373-0079 1/2

COMPUTATION OF FREEBOARD

Length on summer load line **395'-5"** Moulded Breadth **53'-9"** Moulded Depth **35'-8"** Depth of Keel **2'-0"**
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **14014** Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .761$
 Displacement and tons per inch immersion in salt water at summer load line **11,765 Tons** **42.81 T.P.I.**
 Moulded depth **35'-8"** Deduction for Fresh Water $\frac{\Delta}{40T} = 6.871$ inches
 Stringer Plate **.60** Round of Beam Correction
 Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ Ships Round of Beam **13.00** **13** inches
 Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50} = 12.90$
 Depth for Freeboard (D) **35.717** Difference **.1**
 Table Depth **35.717** Restricted to
 Depth Correction **3 x 9.357 = 28.071** Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .025 \times .91748 = .023$
 If restricted by superstructures **28.071**

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	34'-9"		7'-0"	34.75	7.454	32.63
Trunk Aft						
Forward						
Tonnage Opening Aft						
Forward						
Totals				34.75		32.63

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	Mean Actual sheer forward
A.P.	3'-3"	4.54	3.9	1	3.9	< 1	
$\frac{1}{2}$ L from A.P.	1'-5$\frac{3}{8}$"	2.05	1.375	4	6.95		76.4%
$\frac{1}{2}$ L from A.P.	4'-3"	5.45	4.375	2	8.75		
Amidships				4			
$\frac{1}{2}$ L from F.P.	8'-2"	6.899	8.5	2	17		
$\frac{1}{2}$ L " "	2'-10$\frac{3}{4}$"	4.41	3.175	4	13.9		
F.P.	6'-9"	9.084	8.1	1	8.1		
				18	354.25		
Effective Mean Sheer					19.680		
Standard " " .05L + 5					24.771		
Difference					5.091		

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 5.091 \times .76606 = 3.59$
 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 = **70.0808 + 1.0373 = 71.1175**
 Correction for co-efficient = **1.441/1.36 = 75.35**

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction	28.07			
Deduction for superstructures		1.72		
Sheer correction	3.59			
Round of Beam correction		.02		
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.	16.23			
	47.89	1.74		
Summer Freeboard in Inches	10'-1$\frac{1}{2}$"	12.5		
Additional allowance for superstructures on Timber carrying ships				
Summer Timber Freeboard in inches				

Depth to Freeboard Deck in feet **35.717**
 Summer Freeboard in feet **10.125**
 Moulded Draught (d) **25.592** (d1)
 Addition for Keel **.70**
 Extreme draught **25.762**
 Deduction for Tropical and addition for Winter freeboard $d/4 = 6.39$ 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.

Form LL. A.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIPS NAME **"STANCLEEVE"** OFFICIAL NUMBER **168294**
 Nationality and Port of Registry **British Sunderland LONDON.**

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								
R.Q.D. "								
Bridge Aft Bulkhead								
Forward "								
Forecastle Bulkhead		.88"	3' 3" + .31"	36"		2 @ 4' 6" x 3' 0"	18"	
Trunk, Aft								
Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks	.38"	.31"	3$\frac{1}{2}$ x 3$\frac{1}{2}$ x 38"	30"		2 @ 4' 3" x 1' 10"	21"	
Exposed Machinery Casings on superstructure decks			3$\frac{1}{2}$ x 3$\frac{1}{2}$ x 40"					
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)

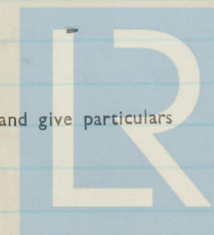
Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
Forward "	
Forecastle Bulkhead	Steel plates with hooked bolts.
Exposed Machinery Casings on Freeboard or R.Q. decks	Steel doors operated from both sides.
Exposed Machinery Casings on superstructure decks	
Machinery Casings within superstructures not fitted 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					
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

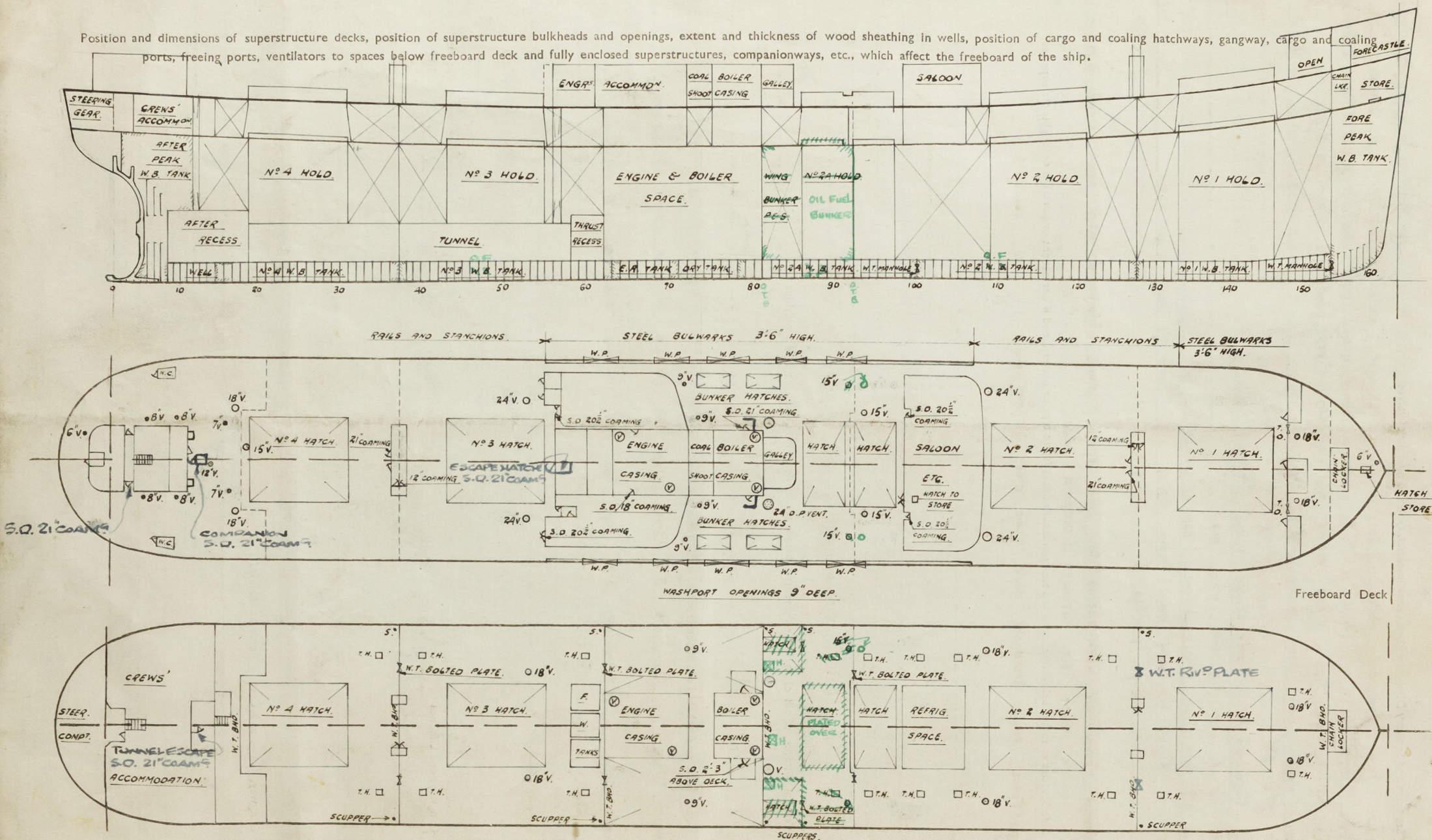
Give particulars of freeing port area, etc., on superstructure decks



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Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward		Freeboard Deck										2nd Deck				3rd Deck		4th Deck	
		Hatch to Fore Store	No 1	No 2	No 2A, 2B	Bunker 1 Port 1 Star	Bunker 1 P. 1 S.	No 3	No 4	No 1	No 2	2A	2B	Bunker 1 Port 1 Star	3rd Trims Hatches	No 3	No 4		
Dimensions of Hatchway		3'-9" x 2'-6"	29'-3" x 22'-6"	30'-0" x 22'-6"	12'-6" x 22'-6"	9'-6" x 4'-0"	9'-9" x 4'-0"	30'-0" x 22'-6"	30'-0" x 22'-6"	29'-3" x 22'-6"	30'-0" x 22'-6"	12'-6" x 22'-6"	12'-6" x 22'-6"	11'-11" x 22'-6"	30'-0" x 22'-6"	30'-0" x 22'-6"			
COAMINGS	Height above deck	9"	30"	30"	30"	30"	30"	30"	30"	10"	10"	10"	10"	9"	9"	10"	10"		
	Thickness	.38"	.50"	.50"	.50"	.44"	.44"	.50"	.50"	.44"	.44"	.44"	.44"	.38"	.40"	.44"	.44"		
	Stiffeners		10-3 1/2" x 44" B.A. 12" x 3 1/2" x 45" B.A. Ends 7" x 3" x 38" B.A.	10-3 1/2" x 44" B.A. 12" x 3 1/2" x 50" B.A. Ends 7" x 3" x 38" B.A.	10-3 1/2" x 44" B.A. 12" x 3 1/2" x 45" B.A. Ends 7" x 3" x 38" B.A.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.	2-6" x 3 1/2" x 31" H8 C P.E.S.		
HATCH BEAMS	Brackets or Stays																		
	Number	4	4	4	1			4	4	4	4	1	1			4	4		
	Spacing	5'-10 1/5"	6'-0"	6'-0"	6'-3"			6'-0"	6'-0"	5'-10 1/5"	6'-0"	6'-3"	6'-3"			6'-0"	6'-0"		
FORE AND AFTERS	Scantling and Sketch																		
	Bearing Surface and thickness of carriers or sockets		Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"			Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"			Recess Type Coaming 3 1/4"	Recess Type Coaming 3 1/4"		
	Number																		
HATCH COVERS	Spacing																		
	Unsupported lengths																		
	Scantling and Sketch																		
HATCH COVERS	Bearing Surface and thickness of carriers or sockets																		
	Material	Oregon Pine	Oregon Pine	Oregon Pine	Oregon Pine	O. Pine	O. Pine	Oregon Pine	Oregon Pine	O. Pine	O. Pine	O. Pine	O. Pine	O. Pine	O. Pine	O. Pine	O. Pine		
	Thickness	2 3/4"	2 3/4"	2 3/4"	2 7/8"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"		
HATCH COVERS	How Fitted	athwartships	F.E.A.	F.E.A.	F.E.A.	athwartships	athwartships	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.	F.E.A.		
	Bearing Surface	3"	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	3"	3"	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends	5" x 3" at ends		
	Spacing of Cleats		24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"		
Number of Tarpaulins		2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1		

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

Yes

Are lashings provided in accordance with rule requirements?

Yes Locking bands

Are wood fore and afters steel shod at all bearing surfaces?

None

Are battens and wedges efficient and in good condition?

Yes

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

Coal shoot hatch 18'0" x 5'0" 9" Coaming's 2 3/4" wood
 coles 2 3/4" rest. cleats 2" apart. Tanker in
 E. R. Skylight hinged flap's permanently fixed
 no Bullseyes.

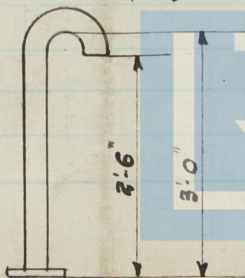
None.

Companion apr:- Steel doors Sill 2" above threshold
Or ops. from both sides.

closing arrangements)				Fore Peak Store			
Forecastle Deck	1 6"	Dia	Vent.	coaming	3'0" x 3'0"	No 1 Hold	Rivets 4 dies apart, W.P and canvas covers
	2 24"	-	-	-	3'0" x 4'0"	No 2 Hold	-
Upper Deck	2 24"	-	-	-	3'0" x 4'0"	No 3 Hold	-
	2 15"	-	-	-	3'0" x 3'6"	No 4 Hold	-
	2 15"	-	-	-	3'0" x 3'6"	No 5 Hold	-
	2 24"	-	-	-	3'0" x 4'0"	No 6 Hold	-
	2 18"	-	-	-	3'0" x 4'0"	No 7 Hold	-
	2 9"	-	-	-	3'0" x 3'8"	*Tween Decks	-
	1 15"	-	-	-	3'0" x 3'6"	*Tween Decks	-
	A 8"	-	-	-	2'10" x 3'0"	Crew's Passages	-
	2 7"	-	-	-	3'0" x 3'0"	Gunnery's Accommodation	-
	1 12"	-	-	-	3'0" x 3'0"	Tunnel	-
	2 9"	-	-	-	3'0" x 3'8"	Engine Room	-

1-3 $\frac{1}{2}$ " airpipe to fore peak tank
1-3" airpipe with breeches pipe to No 1 Tank
2-2 $\frac{1}{2}$ " airpipes to No 1 Tank
2-3 $\frac{1}{2}$ " - - - 2 - ✓
2-2 $\frac{1}{2}$ " - - - - ✓
2-3 $\frac{1}{2}$ " - - 2 A - ✓
2-2 $\frac{1}{2}$ " - - 2 A - ✓
2-3" - - Dry Tank
2-3" - - E.R. Tank
2-2" - - E.R. Tank

2. 3⁴ airpipes to N° 3 Tank ✓
2. 2⁴ - - N° 3 - ✓
2. 2² - - 4 -
2. 3 - - after Peak Tank.



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Closing arrangements w. Plugs

✓ WIRE GAUZE IN WAY OF A.P.s TO D.F. TANKS

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

Scuppers from freeboard deck :- Apertures in stringer angles 8 Port 8 Starbd.
Scuppers from 2nd deck :- W.I galvanized steam quality pipes led to bilges 5 Port 5 Starbd.
Storm valves angle type, brass bodies and clocks. Pipes galvd. w.I steam quality.

Below freeboard deck from spaces above freeboard deck.

Port 7 at 3 1/2" Starbd. 4 at 3 1/2"

Below freeboard deck from spaces below freeboard deck.

Port 1 at 2" with 1/2" cock below basin.

Below 2nd deck from spaces below freeboard deck.

Port 1 at 2" with 1/2" cock below basin Starbd. 1 at 2" with 1/2" cock below basin.
2 Screwed plugs provided for scuppers

Discharges from all wash-basins etc. from spaces above freeboard deck open ended pipes led through ship's side below freeboard deck.

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

Poop Space below freeboard deck 10" dia brass frames and C.I. hinged deadlights.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

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

Freeboard Deck :- Stanchions 3'6" high. Top rail 1 1/4" dia. 2 lower rails 1 1/8" dia.

Forecastle Deck :- Stanchions 3'3" high. Top rail 1 1/4" dia. lower rail 1 1/8" dia.

Gangways and Lifelines

Lifelines S.W.R. all fore & aft on
Upper Deck Port side

Gangway, Cargo and Coaling Ports in sides of ship

None.

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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The Freeboard Report has been compared with the
approved plans and found in order.

C. H. W.

22 DEC 1950

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