

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

36

1422
6
Q.N.
124170
1046
LL. 4.C.

Complete

STEAMER, ~~TANKER~~, SAILER: ANNAN S.S.
Nationality British Builders' Name and No. of Ship Ailsa S.B. Co. Ltd., Troon. No. 165
Port of Registry Glasgow ✓ Owners Wm Sloan & Co.
Official Number 124170 ✓ Port and Date of Survey Glasgow, Jan-Aug 32
Gross Tonnage 1137 955 ✓ Name of Surveyor A. MacArthur
Date of Build 3/1907 Names of Sister Ships —
Particulars of Classification B.S.*

Type of Superstructures Combined Poop + Bridge, + Forecastle.

Give full particulars of the following:—

Fiddle and Funnel Coamings (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

On casing 8' above Bridge; hinged plate covers.

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

2 on Bridge dk; C.I. bayonet joint
2 in " " space; " " " chain attachments provided.
Each on casing.

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)

Blow hole in steel, 12"; hinged wood doors, both sides
At aft end casing on Bridge dk:- steel house, 13"; hinged wood door; C.I. both sides.

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)

File:- cowls 12" swannecks 9 1/2" & 12" ; 3 1/2" ; wood plugs & C.I.'s for canvas covers
Bridge:- cowls 12" ; 3 1/2" ; wood plugs & C.I.'s.

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

Poop:- swanneck 9 1/2" ; wire gauze closing. Canvas covers.

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

Scuppers & Discharges from
Bridge & Poop spaces:- lead pipes; brass valves; discharge below fid deck.

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

File:- Brass frames, hinged deadlights, & steel plugs
P & B:- " " , portable " 1/4" steel for deadlights.

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

File:- 4 rod type 3'-6" high
Bridge:- 3'-7" high to top of teak rail (teak rail & 3 rails)

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Lloyd's Register
Foundation

002485-002489-0079

Superstructure Deck

wood sheathing.

wood sheathing

O.C.s.

3

3

Cabin

wood sheathing

O.C.s.

1

2

3

Foreboard Deck

Figure 15

Statement of special features in the construction of the ship

the central section of the ship

COMPUTATION OF FREEBOARD.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	50.5		7'-4"			
Raised Quarter Deck						
Bridge	101.0	F A	7'-4"	151.5	437	141.95
Forecastle	47.2		7'-4"	47.2		42.0
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals				198.7		183.95

Standard Height of Superstructure 6'-0"

" " R.Q.D.

Percentage covered S/L = 82.10 ✓

" " E/L = 76.00 ✓

" from Table line A, 2 (corrected for absence of forecastle if required) 70.38 ✓

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

Deduction = 70.38 × 30.2 = 21.26 ✓

Percentage from Table for Tankers (or Timber ships) = ✓

Deduction = ✓

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	28.5	34.2	28.5		
1 L from A.P.	9	15.2	27.0		
1 L from A.P.	0	37.6	0		
Amidships	0	1	0		8) 55.50
	9.5	75.2	28.5		6.938
1 L from F.P.	4.5	36.4	31.5		11.4
L					4.462
F.P.	64.5	68.4	64.5		8) 184.5

Effective Mean Sheer = $\frac{851 \times 22.8}{432 \times 26} = .112$

Standard $\frac{.051}{5} =$

licked $\frac{25}{}$ Difference = 4.35 ✓

deficiency

TABULAR FREEBOARD ~~corrected for flush deck if required~~ = 30.70
Correction for coefficient: nil

	+	-
Depth correction	1.80 ✓	
Deduction for superstructures		21.26
Sheer correction	1.48 ✓	
Round of Beam correction		.06 ✓
Correction for thickness of deck amidships 2.5 - 1.63	2.87	
Other corrections, scantlings, etc.		
	6.15	21.32 ✓

Summer Freeboard in inches	$1-3\frac{1}{2}''$	=	$\frac{15.57}{4}$	Deduction for Tropical and addition for Winter freeboard $d/4 = 4.01$ ins.
Additional allowance for superstructures on			$\frac{4.01}{4}$	Addition for Winter North Atlantic (if required) = 6.01 ins.
Timber carrying ships		$\frac{W}{T}$	$\frac{14.54}{11.54}$	Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = ins.
Summer Timber Freeboard in inches		=	$\frac{11.54}{3}$	Addition for Winter " " $\frac{d}{3}$ = ins.
				N.A. Timber Freeboard (if required) = ins.

$$\frac{\text{Mean Actual shear aft}}{\text{" Standard "}} = \frac{6.44}{11.4} = .6086 \checkmark$$
$$\frac{\text{Mean Actual shear forward}}{\text{" Standard "}} = \frac{23.06}{22.8} = 1.011 \quad \checkmark$$
$$\frac{\text{Length of enclosed superstructure forward of admidships}}{\text{Length of Ship}} = \frac{0.00011 \times L}{L} = 0.00011$$
$$\frac{\text{Length of enclosed superstructure aft of amidships}}{\text{Length of Ship}} = 0.11$$
$$\text{Shear Correction} = \text{Difference} \times \left(75 - \frac{S}{2L} \right) = 4.35 \times 0.3395 = 1.477$$

If limited on account of midship superstructure = $\frac{1}{2}$ in. per 100 ft.
 „ to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. = $\frac{1}{2}$ in. per 100 ft.

DRAUGHTS AND SEASONAL CORRECTIONS

	Sails, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	17.336	✓
Summer Freeboard in feet	1.294	✓
Moulded Draught (d)	16.042	✓ 4 (d+)
Addition for Keel		
Extreme draught		

Deduction for Tropical and addition for Winter freeboard $d/4 = 4.01$ ins.

Addition for Winter North Atlantic (if required) = 6.01 ins.

• Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = — ins.
Addition for Winter $\frac{d}{4}$

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

Assgn. 9/8/32

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line					Corresponding Freeboard	
TROPICAL FRESH WATER Timber line above centre of disc						
FRESH WATER	11	12	13	14	15	16
TROPICAL	11	12	13	14	15	16
WINTER	11	12	below	14	15	16
WINTER NORTH ATLANTIC	11	12	13	14	15	16

	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 "	.42	.38	5 x 2 1/2 x .45	29"	Brackets to TB	22 4'-6" full Ht.	-	-
Forecastle Bulkhead	.31	.25	3 1/2 x 3 x .32	30" to 36"	-	12 x 3'	12"	-
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	.31	.25	3 1/2 x 3 x .4	40"	-	12 4'-6" x 8' 42 4'-6" x 2' 12 4'-6" x 5'	48" 17'	8'
Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances	.38	.31	"	"	-	52 4'-4" x 2' 22 4'-6" x 5'	18" 17"	7'-4"
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
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
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95	95
96	96
97	97
98	98
99	99
100	100

„ Forward „

Forecastle Bulkhead

Exposed Machinery Casings on
Freeboard or R.Q. decks

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 FREEING ARRANGEMENTS

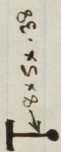
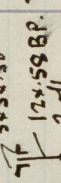
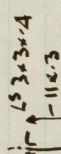

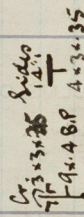
	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well					
Forward Well	43.3	Full height	3 @ 2.125 x 1.75	11.16	10.83
State fore and aft position and height above After Well					

deck to bottom of port, for each port } Forward Well *see sketch*; *ribs 10"*

State whether freeing ports are fitted with shutters, bars or rails, and give particulars *hinged* *rough rods spaced 9" and*

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		Inboard Deck		Bridge	
1	11' x 12'	2	16' x 12'-6"	3	22' x 12'-6"
Height } steel deck above	21"		12" steel	30"	
Thickness } sides	.44		.4	.44	
Stiffeners	steel angles				7" B.A. angles
Brackets or Stays	full depth				2 @ 2" dia
Number	1	3	2	3	
Spacing	5'-6"	4'-6"	5'-6"	5'-4"	
Scantling and Sketch	 3 x 3 x .4	 3 x 3 x .38	 3 x 3 x .4	 3 x 3 x .4	
Bearing Surface and thickness of carriers or sockets	3 x 3 x .4 double L's	12 x 12 x .34	12 x 12 x .34	12 x 12 x .34	
Number	3				
Spacing	3' 0"				
Unsupported lengths	5'-0"				
Scantling and Sketch	 3 x 3 x .4				
Bearing Surface and thickness of carriers or sockets	Carrying (good fit) 13/4" 1 1/2"				
Material	Pine	Pine	Pine	Pine	
Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	
How Fitted	Actual	3 & 4	4 & 4	3 & 4	
Bearing Surface	2 1/2"	2 1/2"	2 1/2"	2 1/2"	
Spacing of Cleats	24"	21"	25'-13"	23"	
Number of Tarpaulins	2	2	2	2	

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

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Gangways and Lifelines

Gangway in well on starboard side
lifelines supplied

Gangway, Cargo and Coaling Ports in sides of ship

Gangway doors in Bridge sides; steel hinged doors;
secured by bolts.

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

14th - September 1932

Chief Surveyor.

and Aircraft
Lloyd's Register
Foundation
Carlsen, Secretary.