

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

3 - APR 1947

S.S. "TROODOS" Ex

STEAMER, TANKER, SAILER: "EMPIRE CONFORTH" Ex "ERNA" ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH

Builders' Name and No. of Ship HOWALDTSWERKE A. 6. 660

Port of Registry LONDON

Official Number 180953

Owners CYPRUS SHIPMANAGEMENT Co., LTD., Nicosia

Gross Tonnage 865 854.

P.O.B. NO 2, LIMASSOL, Cyprus

Date of Build 6 - 22

Port and Date of survey Hull 28-3-47.

Particulars of Classification ~~UNCLASSIFIED~~ *BS. PASSED*

Name of Surveyor Andrew M. Fudge

Names of Sister Ships

Type of Superstructures POOP, R.O. DECK, BRIDGE & 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	8" ✓	Corresponding Freeboard	1'-2"
FRESH WATER LINE " " "	4" ✓	" "	0'-6"
TROPICAL LINE " " "	4" ✓	" "	0'-10"
WINTER LINE below " "	4" ✓	" "	0'-10"
WINTER NORTH ATLANTIC LINE " " "	6" ✓	" "	1'-6"
		" "	1'-8"

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

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

William May
Chief Surveyor

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

on the 7TH MAY, 1947



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W. May
Secretary

Foundation

002736-0027420153

COMPUTATION OF FREEBOARD

Length on summer load line 194'-0" Moulded Breadth 32'-9" Moulded Depth 16'-0 1/2" Depth of Keel 1"
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth — Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = 77$ Assumed.
 Displacement and tons per inch immersion in salt water at summer load line
 Moulded depth 16'-0 1/2" Deduction for Fresh Water 4 1/4" 4" inches
 Stringer Plate .33 .032 Round of Beam Correction
 Sheathing on exposed deck T $\frac{L-S}{L}$ — Ships Round of Beam 7.50 inches
 Rise of floor (in sailers) — Standard Round of Beam Bx12 7.86
 Depth for Freeboard (D) 16'-0 7/4 Difference .36
 Table Depth L/15 12'-9 3/3 Restricted to
 Depth Correction L/130 3'-1 4/1 Correction Difference $\frac{D}{4} \times (1 - \frac{E}{L}) = .09 \times 3243$
 If restricted by superstructures 4'-69 ON. = .03 ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	12'-0"		7'-6"	12'-00"		12'-00"
Raised Quarter Deck	43'-0"		4'-0"	43'-00"		43'-00"
Bridge	51'-2"	F 1'-10" A	7'-6"	53'-00"		52'-08"
Forecastle	24'-0"		7'-6"	24'-00"		24'-00"
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals				132'-00"		131'-08"

Standard Height of Superstructure 6'-0"
 " " R.Q.D. 3'-7 1/2"
 Percentage covered S/L = 68.04%
 " " E/L = 67.57%
 " from Table line A, B, (corrected for absence of forecastle if required) 58.87%
 Percentage from Table by interpolation for Bridge less than 2L if required = —
 Deduction = 25.4 x 5887 = 14.95 OFF.
 Percentage from Table for Tankers (or Timber ships) 80.44%
 Deduction = 25.4 x 8004 = 20.33

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	24	24.4	24	1	24
1/4 L from A.P.	11	13.08	11	4	44
1/2 L from A.P.	2 1/2	3.23	2.5	2	5
Amidships	—	—	—	4	—
1/4 L from F.P.	5	6.47	5	2	10
1/2 L " "	24	26.17	24	4	96
F.P.	63	58.8	63	1	63
				18	242
Effective Mean Sheer	= 13.444				
Standard " "	= 14.700				
Difference	= 1.256				

Mean Actual sheer aft = Less Than 1. = 82.3%
 " Standard " " More Than 1.
 Length of enclosed superstructure forward of amidships = .032%
 Length of Ship
 Length of enclosed superstructure aft of amidships = More Than 1.
 Length of Ship
 Sheer Correction = Difference $\times \frac{S}{2L} = 1.26 \times .4098 = .52 ON$
 If limited on account of midship superstructure =
 " to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 22.08

Correction for co-efficient = 145/136 = 23.54 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailor, Tanker, Steamer	Timber
Depth correction	4.69			
Deduction for superstructures		14.95		
Sheer correction	.52			
Round of Beam correction	.03			
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.				
	5.24	14.95	9.71	
Summer Freeboard in inches	1'-2"		13'-83	
Additional allowance for superstructures on Timber carrying ships			5.38	
Summer Timber Freeboard in inches	8 1/2"		8'-45	

Depth to Freeboard Deck in feet 16'-0 7/4 16'-0 7/4
 Summer Freeboard in feet 1'-16 7/8 7'-08
 Moulded Draught (d) 14'-9 0/7 15'-366 (d1)
 Addition for Keel .033 .083
 Extreme draught 14'-990 15'-449
 Deduction for Tropical and addition for Winter freeboard d/4 = 4" ins.
 Addition for Winter North Atlantic (if required) = 6" ins.
 Deduction for Tropical Timber Freeboard d1 4" = 4" ins.
 Addition for Winter " " d1 3" = 5" ins.
 " " N.A. Timber Freeboard (if required) = ins.

Form LL. 4.D.

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

SHIPS NAME S.S. TROODOS OFFICIAL NUMBER 180953
 Nationality and Port of Registry BRITISH LONDON

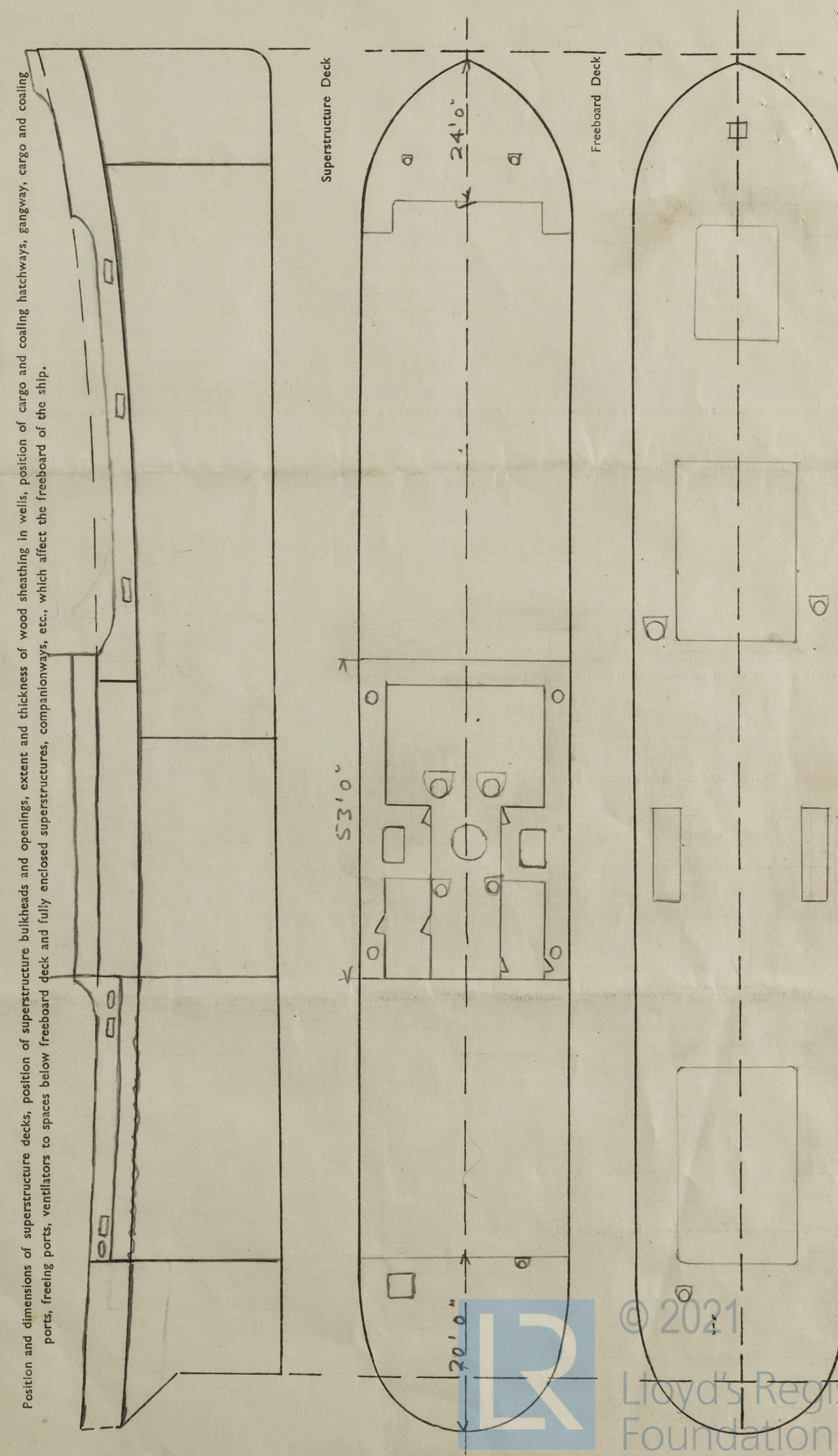
	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	3/8"	—	4"x2 1/2"x3/8 Ls	2'3"	1'3"x1'2"x7/16 Ls	—	—	4'-0"
R.Q.D. "								
Bridge Aft Bulkhead	3/8"	—	4"x2 1/2"x3/8 Ls	2'4"	—	—	—	3'-6"
" Forward "	3/8"	5/16"	4"x2 1/2"x3/8 Ls	2'3"	1'4 1/2"x1'4 1/2"x1/16 Ls	2-3'6"x2'6"	—	7'-5 1/2"
Forecastle Bulkhead	3/16"	3/16"	2 1/4"x2 1/4"x3/8 Ls	1'10"	—	1-4'1 1/2"x2'1"	16"	7'-7 1/2"
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	5/16"	3/16"	2"x2"x1/4 Ls	1'10"	18"x14"x7/16 Ls	2-4'10"x2'6"	18"	7'-10 1/2"
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	5/16"	5/16"	4"x2 1/2"x3/8 Ls	1'10 1/2"	—	—	—	7'-5 1/2"
Deckhouses on flush deck ships								

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

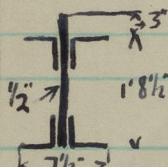
Poop Bulkhead	—
R.Q.D. "	—
Bridge Aft Bulkhead	—
" Forward "	Weather Boards & Steel plates with hook bolts
Forecastle Bulkhead	Hinged steel doors manipulated from both sides
Exposed Machinery Casings on Freeboard or R.Q. decks	—
Exposed Machinery Casings on superstructure decks	Hinged steel doors manipulated from both sides
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	—
Deck houses on Flush Deck ships	—

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well 16'-0"	43'-2"	4'-1 1/2"	2-2'6 1/2"x1'6" + 2-1'9 1/2"x1'0"		
Forward Well 61'-5"	3'-7"	3-2'6 1/2"x1'6"			
State fore and aft position and height above deck to bottom of port, for each port	F A F A F A F A HEIGHT After Well 5'0 1/2" 3'4" 4'5 1/2" 3'2" 3'4 3/4" 6'4" 3'18" 1'8 1/2" 10'1/2" F A F A F A F A HEIGHT Forward Well 11'5" 4'7 1/2" 3'11" 2'6 1/2" 4'9 1/2" 9'2" 7'1/2"				

State whether freeing ports are fitted with shutters, bars or rails, and give particulars Ford well ports fitted with hinged steel plate shutters Aft well 2 each side fitted with hinged shutters & 2 with bars
 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	No 1	No 2	No 3	Superstructure deck Bunkers Hatch	Freeboard Deck Bunkers Hatch	Forecastle Space Hatch	Pooh Deck Hatch				
Dimensions of Hatchway	16'10" x 11'6"	28'0 1/2" x 14'6"	28'0 1/2" x 14'6"	3'9 1/2" x 2'10"	8'1" x 2'7 1/2"	2' x 2'	3'1" x 3'1"				
COAMINGS	Height above ^{steel} wood deck	2'9"	2'9"	2'9"	2'7"	9 1/2"	9"	wood 1'10"			
	Thickness { sides ends	1/2" 3/8"	1/2" 1/2"	1/2" 3/8"	5/16" 5/16"	5/16" 5/16"	3/8" 3/8"	5/16" 5/16"			
	Stiffeners	11" x 1/2" plate flgd 3" each end	11" x 1/2" plate flgd 3" each end	11" x 1/2" plate flgd 3" each end	—	—	—	—			
	Brackets or Stays	1'1" x 1'4" blk. flgd 1 3/4" x 3/8" thick	1'1" x 1'4" x 3/8" blk. flgd 1 3/4"	1'1" x 1'4" x 3/8" blk. flgd 1 3/4"	—	—	—	—			
HATCH BEAMS	Number	1	3	3							
	Spacing	8'7 1/2"	7'2"	7'2"							
	Scantling and Sketch		as for no 1	as for no 1							
	Bearing Surface and thickness of carriers or sockets										
FORE AND AFTERS	Number										
	Spacing										
	Unsupported lengths										
	Scantling and Sketch										
HATCH COVERS	Bearing Surface and thickness of carriers or sockets										
	Material	Wood	Wood	Wood	Wood	Wood	Wood				
	Thickness	3"	4"	3"	3"	4"	3"	3"			
	How Fitted	Fore. Aft	Fore. Aft	Fore. Aft	As for hatch	As for hatch	Fore. Aft	Fore. Aft			
	Bearing Surface	3"	3"	3"	1 3/4"	2 1/4"	1 3/4"	1 3/4"			
	Spacing of Cleats	1'8"	2'0"	2'0"	1'7"	2'4"	1'0"	1'7"			
	Number of Tarpaulins	2	2	2	2	2	2	2			

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

Are lashings provided in accordance with rule requirements? *Yes*

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

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



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Give full particulars of the following:—

Fiddle, 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 fiddle covers, and if these are permanently attached in their proper positions)

Fiddle coaming $\frac{5}{16}$ " plate 1'6" high

Funnel coaming $\frac{1}{4}$ " plate 6'10" high

Ventilator coaming 2'4"

Engine room skylight openings hinged steel doors with 9" glass parts closed by hinged rod locking screws

Fiddle covers hinged steel doors closed by bars.

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

4 on Superstructure deck 1'5 $\frac{1}{2}$ " dia. $\frac{9}{16}$ " plate

secured by 8- $\frac{5}{8}$ " brass countersink screws & fitted with 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)

None

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Height 3'0" pitch of rivets 2 $\frac{1}{2}$ " dia $\frac{5}{8}$ " wood plugs & canvas covers

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

Height 3'0" wood plugs & canvas covers.

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

4 Brass check valves

All above freeboard deck.

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

None

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

None

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

Steel plate bulwark.

Gangways and Lifelines

Gangway, Cargo and Coaling Ports in sides of ship

None



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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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