

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: "CITY OF KINGSTON" WITH/TIMBER DECK CARGO WITHOUT
Nationality: British
Port of Registry: Montreal
Official Number: 152837
Gross Tonnage: 1690
Date of Build: 4/1926
Builders' Name and No. of Ship: Davie S B & Ry Co Ltd
Owners: Canada S. S. Lines Ltd
Port and Date of Survey: Hamilton Ont, 12/4/37
Name of Surveyor: E Russell Macmillan
Particulars of Classification: B. S * GREAT LAKES & RIVER ST. LAWRENCE
Names of Sister Ships: City of Toronto
Type of Superstructures: Forecastle (2 decks - package freighter)
Trade of Ship:
Service Endorsement if any:

Table with columns for water line types (SUMMER FREEBOARD, TROPICAL FRESH WATER LINE, FRESH WATER LINE, INTERMEDIATE TROPICAL LINE, WINTER LINE, WINTER NORTH ATLANTIC LINE) and corresponding freeboard measurements (8'-2 1/2", 8'-7 1/2", 9'-0").

Table for SUMMER TIMBER FREEBOARD with columns for water line types (TROPICAL FRESH WATER Timber line above L.S., FRESH WATER, TROPICAL, WINTER, WINTER NORTH ATLANTIC) and corresponding freeboard.

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

LR logo, copyright notice, Chief Surveyor signature, Assistant Chief Surveyor signature, Lloyd's Register Foundation Secretary signature, and reference number 002853-002857-0094 1/2

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the 23rd March 1938

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

002853-002857-0094 ²/₁₂

Lloyd's Register
Foundation

28 SEP 1950

COMPUTATION OF FREEBOARD

Length on summer load line 230'-0" Moulded Breadth 38'-0" Moulded Depth 23'-0" Depth of Keel
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .781$
 Displacement and tons per inch immersion in salt water at summer load line
 Moulded depth 23'-0" Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
 Stringer Plate .42 Round of Beam Correction
 Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam 9.0 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 $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) =$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	36.5		4'-6"			
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals						

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual Sheer aft	Mean Actual Sheer forward
A.P.	30.0			1			
1/2 L from A.P.	13.0			4			
1/4 L from A.P.	3.5			2			
Amidships	-			4			
1/4 L from F.P.	5.5			2			
1/2 L " "	21.5			4			
F.P.	45.0			1			
				18			

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 =

FOR COMPUTATION SEE CITY OF HAMILTON No. 1348

Form LL. 4.D.

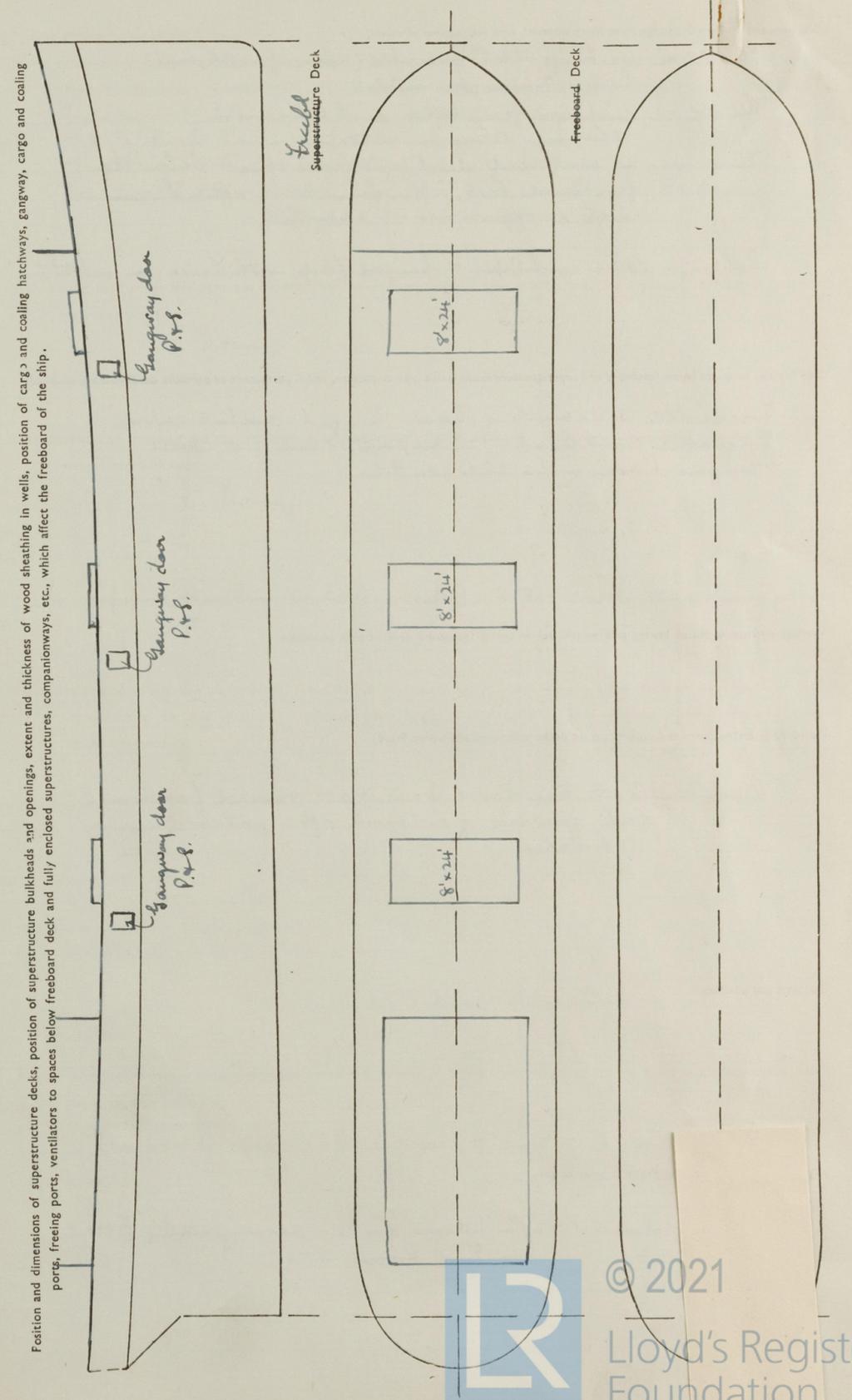
THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
 SURVEY FOR FREEBOARD
 CONDITIONS OF ASSIGNMENT

SHIPS NAME "CITY OF KINGSTON" OFFICIAL NUMBER 152837
 Nationality and Port of Registry BRITISH MONTREAL.

	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								
Trunk, Aft						As originally fitted. (wood lined)		
" Forward								
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								
Deckhouses on flush deck ships						as originally fitted		

		PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)	
Poop Bulkhead			
R.Q.D. "			
Bridge Aft Bulkhead			
" Forward "			
Forecastle Bulkhead			
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						
Forward Well						
State fore and aft position and height above deck to bottom of port, for each port						
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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COMPUTATION OF FREEBOARD

Length on summer load line 230'-0" Moulded Breadth 38'-0" Moulded Depth 23'-0" 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 $\frac{\Delta \times 35}{L \times B \times D \times .85} = .781$

Displacement and tons per inch immersion in salt water at summer load line

Moulded depth 23.0 Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches

Stringer Plate .42 Round of Beam Correction

Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam 9.0 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						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	36.5		7'-6"			
Trunk Aft						
„ Forward						
Tonnage Opening Aft						
„ „ Forward						
Totals						

Standard Height of Superstructure
 „ „ R.Q.D.
 Percentage covered S/L =
 „ „ E/L =
 „ from Table line A, B, (corrected for absence of forecastle if required)
 Percentage from Table by interpolation for Bridge less than 2L if required =
 Deduction =
 Percentage from Table for Tankers (or Timber ships) =
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	30.0			1	
1/3 L from A.P.	13.0			4	
1/3 L from A.P.	3.5			2	
Amidships	-			4	
1/3 L from F.P.	5.5			2	
1/3 L „ „	21.5			4	
F.P.	45.0			1	
				18	

FOR COMPUTATION SEE CITY OF HAMILTON No. 1348

Mean Actual sheer aft =
 „ Standard „ „
 Mean Actual sheer forward =
 „ Standard „ „
 Length of enclosed superstructure forward of amidships =
 Length of Ship
 Length of enclosed superstructure aft of amidships =
 Length of Ship
 Sheer Correction = Difference X $(.75 - \frac{S}{2L}) =$
 If limited on account of midship superstructure =
 „ to maximum allowance of 1 1/2 ins. per 100 ft. =

Effective Mean Sheer =
 Standard „ „ .05L + 5 =
 Difference =

TABULAR FREEBOARD corrected for flush deck if required =
 Correction for co-efficient =
 DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth correction		
Deduction for superstructures	Depth to Freeboard Deck in feet	
Sheer correction	Summer Freeboard in feet	
Round of Beam correction	Moulded Draught (d)	(d1)
Correction for thickness of deck amidships	Addition for Keel	
Other corrections, scantlings, etc.	Extreme draught	
Summer Freeboard in inches	Deduction for Tropical and addition for Winter freeboard d/4 =	ins.
Additional allowance for superstructures on Timber carrying ships	Addition for Winter North Atlantic (if required)	ins.
Summer Timber Freeboard in inches	Deduction for Tropical Timber Freeboard $\frac{d1}{d}$	ins.
	Addition for Winter „ „ $\frac{d1}{3}$	ins.
	„ „ N.A. Timber Freeboard (if required)	ins.

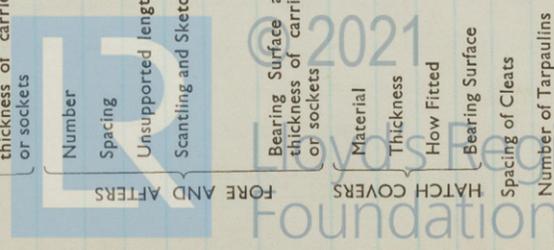
PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	Dimensions of Hatchway	Height above deck { steel wood	Thickness { sides ends	Stiffeners	Brackets or Stays	Number Spacing	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Number Spacing	Unsupported lengths	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Material Thickness	How Fitted	Bearing Surface	Spacing of Cleats	Number of Tarpaulins	
2 (Salvator hatch)	8' x 24'	9"	9 x 3 1/2 x 1 1/2 BA	None	None	1 4'0"	7 x 7 wood (in sections between fore trapezes)	3 1/2 x 3 1/2 x 5	2 8'0"	None	None	None	As 1.	2 1/2"	F & A	3"	24"	2

No exposed deck scuttle hatches.
 Hatch beams are not always used. (had to be removed from No 2 hatch, when elevator fitted)
 Would suggest that vessel be considered as having 8 ft hatches without hatch beams - penalty beam included in present provisional freeboard.
 E.R. by

Are wood beams 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? - Seaming bars fitted.



Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings ^{on deckhouse} in Machinery Casings tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

Fiddley - 3" Coamings - hinged steel covers.
E. & B. Vents have high coamings.
Eng. Room skylight - steel.
Bunker hatch - 9" P.A. coamings; 2 1/2" wood covers 8ft long; 3" rest bars; cleats @ 4" apart.

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

None

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

Hawsepipes (windlass inside forecastle) - steel covers on inboard ends.

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)

None (except S.D.M. Vents. on forecastle deck)

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

Freeboard deck - S.N. Airpipes - 9" high.

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

All W.C. &c. discharges from forecastle (above freeboard deck) have clappers on outlets.
All W.C. &c. discharges from after deckhouse have clapper valves on outlets.
There are no overboard discharges from spaces below the freeboard deck, either forward or aft. Luxes deck scuppers are led to bilges.
Ashgun - cover on hopper & hinged flap, with lever, on outlet.

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

Forecastle sidescuttles have hinged metal covers.
Forecastle Bulkhead - 12" airports have no covers.
Lounge Room - no sidescuttles.

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)

Open rails - 2 Turn rod (or wire) all around freeboard deck, forward of bulwark aft - portable in way of hatches

Gangways and Lifelines

Lifelines to be fitted

Gangway, Cargo and Coaling Ports in sides of ship

3 Gangway doors P.A. in tween decks - as originally fitted
1 " " " in Eng. Room - " " "

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

2 decks - package freighter

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