

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

S.M. "LOMA NOVA"
 STEAMER, TANKER, SAILED: ~~STEAMER~~ WITHOUT TIMBER DECK CARGO
 Nationality ~~BRITISH~~ CHINESE Builders' Name and No. of Ship BARNES DULUTH S.B. CORP
 Port of Registry HONGKONG SHANGHAI HULL N^o 12.
 Official Number ~~169663~~ XUN1 Owners M.O.W.T.
 Gross Tonnage ~~1120~~ 1120 (MGRS) MESSRS C ROWBOTHAM & SONS
 Date of Build 9/1943 Port and Date of survey CARDIFF DEC 1943.
 Name of Surveyor H.E. WOODWARD.
 Particulars of Classification AMERICAN BUREAU Names of Sister Ships TARENTUM, MANNINGTON, TITWILLIC UK
 + A.1(E) OIL CARRIER
 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	6 1/2"	Corresponding Freeboard	1'-9"
FRESH WATER LINE " " "	3 1/4"	" "	1'-2 1/2"
TROPICAL LINE " " "	3 1/4"	" "	1'-5 3/4"
WINTER LINE below " "	3 1/4"	" "	1'-5 3/4"
WINTER NORTH ATLANTIC LINE " " "	5 1/4"	" "	2'-0 1/4"
		" "	2'-2 1/4"

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

Chief Surveyor

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

on the 5th JANUARY, 1944



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Secretary

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COMPUTATION OF FREEBOARD

Length on summer load line $213'6"$ Moulded Breadth $37'0"$ Moulded Depth $14'6"$ Depth of Keel $1\frac{1}{2}'$
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 2104 Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .76$
 Displacement and tons per inch immersion in salt water at summer load line $2200 @ 16.8 \text{ T.P.I.}$
 Moulded depth 14.50 Deduction for Fresh Water $\frac{\Delta}{40T} = 3\frac{1}{4}'$ inches
 Stringer Plate $\frac{3}{8}$ $.03$ Round of Beam Correction
 Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ $-$ Ships Round of Beam 4.80 inches
 Rise of floor (in sailers) $-$ Standard Round of Beam $\frac{B \times 12}{50} = 8.88$
 Depth for Freeboard (D) 14.53 Difference 4.08
 Table Depth $\frac{L}{15} = 14.23$ Restricted to
 Depth Correction $\frac{L}{130} = .30$ Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) = 1.02 \times .3724 = .3799 \text{ on.}$
 If restricted by superstructures $= .49 \text{ on.}$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	$44'6"$	SEE SKETCH	$7'6"$	44.5	$-$	47.59
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	$19'6"$		$6'7"$	19.5		19.50
Trunk Aft						
" Forward	$129'6"$		$3'2\frac{1}{4}"$ Ref $1'8\frac{3}{16}"$			30.05
Tonnage Opening Aft						
" Forward						
Totals				64.00		97.14

Standard Height of Superstructure $6'0"$
 " " R.Q.D.
 Percentage covered S/L = 29.98%
 " " E/L = 45.50%
 " from Table line A-1, (corrected for TANKER absence of forecastle if required) 36.50%
 Percentage from Table by interpolation for Bridge less than .2L if required $= 27.35\%$
 Deduction = $27.35\% \times 36.5\% = 9.98 \text{ OFF.}$
 Percentage from Table for Tankers (or Timber ships) =
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	25.06	31.35	25.06	1	25.06
$\frac{1}{3}$ L from A.P.	8.75	13.95	8.75	4	35.00
$\frac{1}{3}$ L from A.P.	$.88$	3.45	$.88$	2	1.76
Amidships	$-$	$-$	$-$	4	$-$
$\frac{1}{3}$ L from F.P.	4.75	6.90	4.75	2	9.50
$\frac{1}{3}$ L " "	18.25	27.90	18.25	4	73.00
F.P.	41.69	62.70	41.69	1	41.69
				18	186.01
Effective Mean Sheer					10.334
Standard " " $.05L + 5$					15.675
Difference					5.341

$S. 134.00$ $\% 62.76\%$

Mean Actual sheer aft = LESS THAN 1.
 " Standard " "

Mean Actual sheer forward = LESS THAN 1.
 " Standard " "

Length of enclosed superstructure forward of amidships =
 Length of Ship

Length of enclosed superstructure aft of amidships =
 Length of Ship

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 5.341 \times .6001 = 3.205 \text{ on.}$

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 = 25.26

Correction for co-efficient = $\frac{1440}{1360} = 26.74$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	$.49$	$-$
Deduction for superstructures	$-$	9.98
Sheer correction	3.21	$-$
Round of Beam correction	$.38$	$-$
Correction for thickness of deck amidships	$-$	$-$
Other corrections, scantlings, etc.	$-$	$-$
	4.08	9.98
		5.90

Summer Freeboard in Inches $1'9"$ = 20.84
 Additional allowance for superstructures on
 Timber carrying ships =
 Summer Timber Freeboard in inches =

Summer Freeboard in feet 14.530
 Summer Freeboard in feet 1.750
 Moulded Draught (d) 12.780 (d1)
 Addition for Keel $1\frac{1}{2}"$ $.125$
 Extreme draught $12'10\frac{7}{8}"$ 12.905
 Deduction for Tropical and addition for Winter freeboard $d/4 = 3.195 \text{ ins.}$
 Addition for Winter North Atlantic (if required) $= 5.195 \text{ ins.}$
 Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = ins.
 Addition for Winter " " $\frac{d}{3}$ = ins.
 " " N.A. Timber Freeboard (if required) = ins.

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THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIPS NAME **Loma Novia**
 Nationality and Port of Registry **BRITISH LONDON.**

OFFICIAL NUMBER **169663**

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	-	21"	3 1/8 x 7 x 7/16 T BAR 27 x 7/16 FLATS	2'0"	WELOED ROUNDOCKS TOP & BTM.	2 @ 21" x 60"	18" ABOVE TRUNK TOP	7'6"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead	-	25	4 x 4 x 3/8 T. BAR 4 x 3/8 FLATS	2'0"	BKTD. TOP CONNECTS. TO BK. LONG. WELOED BOT.	1 @ 21" x 55" MANHOLE	18"	6'4"
Trunk, Aft		18 Lgs	3" x 3/8 FLATS	21"	-	12 @ 24" x 32"	8	
" Forward						2 @ 23" x 15"	6	
						1 @ 23" x 76"	10 1/2"	
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	-							
Deckhouses on flush deck ships								

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

Poop Bulkhead	W.T. DOORS HINGED & DOGGED. OPENING BOTH SIDES
R.Q.D. "	
Bridge Aft Bulkhead	-
" Forward "	-
Forecastle Bulkhead	W.T. DOOR HINGED & DOGGED. OPENING BOTH SIDES
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			OPEN RAILS IN WELLS		
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

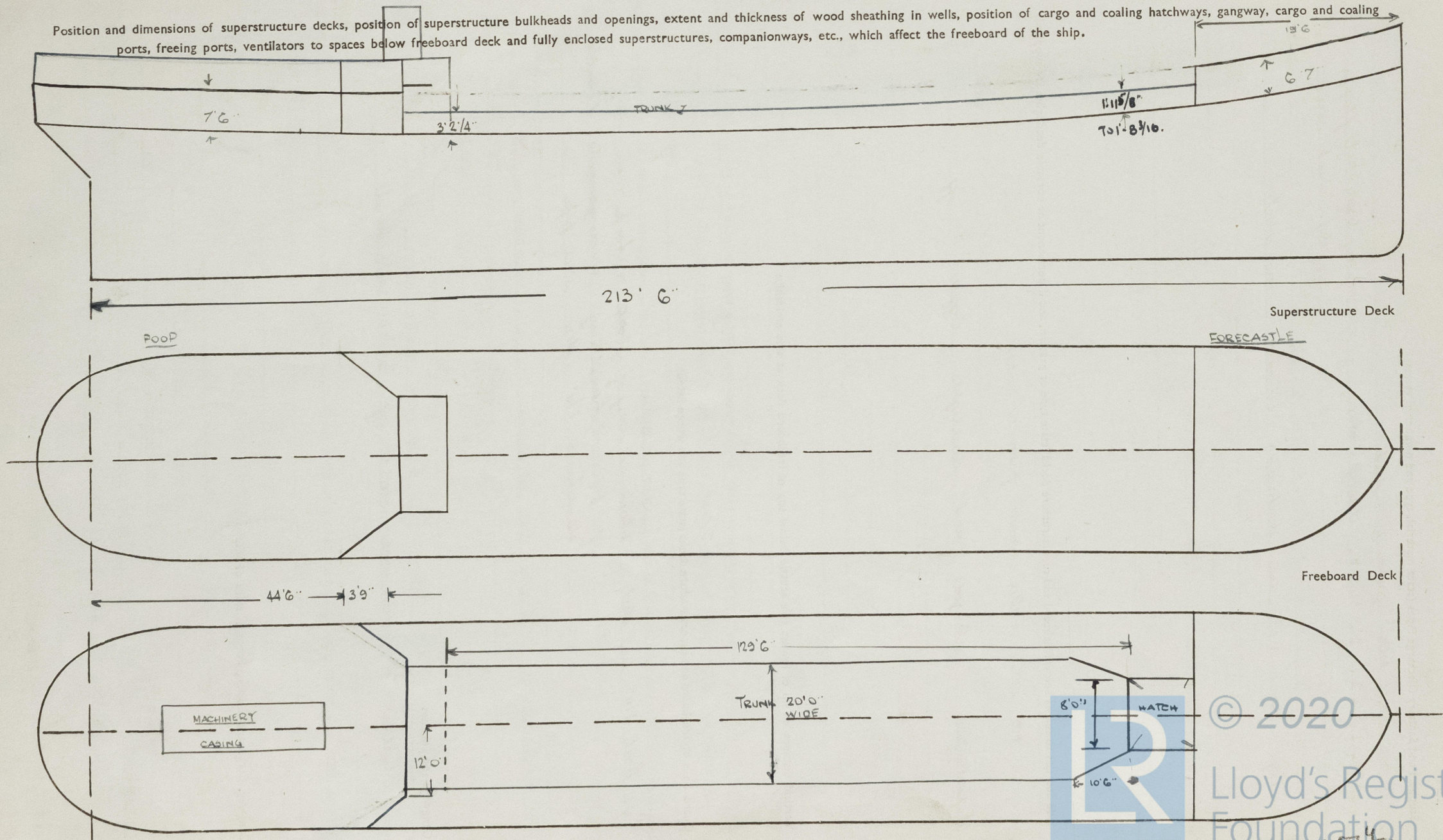
Give particulars of freeing port area, etc., on ^{BOAT} superstructure decks BULWARK 4'0" HIGH 31'0" LONG 2 OPENINGS 3" x 2 1/2"

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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

		MAIN DECK	FORE DECK
Number and description of Hatchway from forward		8' 6" AFT	2' 7" x 2' 7"
Dimensions of Hatchway		8' 6" AFT	2' 7" x 2' 7"
COAMINGS	Height above steel { deck wood {	26 1/2 AFT 24 FORWARD	12"
	Thickness { sides ends {	7/16" AFT - SIDES 3/8" FORWARD	3/8"
	Stiffeners	4" x 7/16" F BAR LONG	NONE
	Brackets or Stays	2 x 3/8" PL BRKTS. P-45	
HATCH BEAMS	Number		
	Spacing		
	Scantling and Sketch		
Bearing Surface and thickness of carriers or sockets			
FORE AND AFTERS	Number		
	Spacing		
	Unsupported lengths		
	Scantling and Sketch		
Bearing Surface and thickness of carriers or sockets			
HATCH COVERS	Material	STEEL	STEEL
	Thickness	5/16"	5/16"
	How Fitted	BOLTED - DOUGGED RUBBER GASKETS	BOLTED - DOUGGED RUBBER GASKETS
	Bearing Surface	7/16" AFT P-45 3/8" FORWARD	3/8"
Spacing of Cleats			
Number of Tarpaulins			

Are lashings provided in accordance with rule requirements?

Are battens and wedges efficient and in good condition?



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Give full particulars of the following :—

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)

Steel E.R. skylight with hinged steel flaps.

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

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)

FREEBOARD DECK 12" DIA COAMINGS 7/16" THK WELDED TO DECK. WOOD PLUGS CANVAS COVER & DAMPER

*FORECASTLE " 10" COAMING 3/8", 3' 0" HIGH WELDED TO DECK DAMPER
6" " " " " " " " " " " "*

*BOAT " 2-14" DIA MUSH ROOM VENTS 12" COAMINGS 5/16" THK. WELDED TO DECK SCREWDOWN TYPE
3-12" " " 13" " " " " " " " " "
3-6" " " 14" " " " " " " " " "
3-3" " " 18" " " " " " " " " "*

*BOAT " EXHAUST BLOWER 18" x 4" 24" OVER COWL. COAMINGS 3/8" THK. 3' 0" ABOVE DK.
EXHAUST, WELDED TO DECK. WOOD PLUGS CANVAS COVER & DAMPER.*

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

*FREEBOARD DK. 17 OFF FRAME 11-12 P15 30" ABOVE TRUNK.
30-31 P15 5' 0" " MAIN DK.
9-10 " 6' 0" " " "*

CARGO OIL TANKS AT FRAMES 14-15. 30' 0" ABOVE MAIN DECK

FORECASTLE DECK 3 OFF FRAMES 4-5 S. 5-6 P. 4-5 S. 30" & 36" ABOVE FLOOR DECK

*RAISED BOAT AND BOAT DECK 15 OFF. FRAMES 53-54, 40-41, 52-53, 53-54, 48, 45-46, 41-42,
38-39, 33-34 P.S., 49-50, 33 P.S., 48 P., 48-49*

HEIGHT 18" & 30" ABOVE RAISED BOAT DECK AND 30" & 36" ABOVE BOAT DECK

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

From spaces below freeboard deck.

1 1/2", 2", 2 1/2", 3", 4" & 5", dia discharging overboard. cast steel, flapper & stop check valves

Roof space 1 1/2" dia discharging overboard. cast steel

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

no side scuttles below freeboard deck

Superstructures - Hinged and deadlights. Logged 50 off.

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)

Pipe Rail 1 1/4" dia steel. Chain in way of boats & chocks & in way of pipe handling arrangements. Portable stanchions 1 1/4" dia. steel pipe.

Gangways and Lifelines

Lifeline 3/8" dia wire rope 18" off \pm to starboard.

Gangway, Cargo and Coaling Ports in sides of ship



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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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