

Form LL. 4.C. Revised

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

"COE JEAN" SURVEY FOR FREEBOARD

STEAMER, ~~TANKER, SAVER~~ <sup>S.M. Ex</sup> ~~EMPIRE FACTOR~~ <sup>EMPIRE FABRIC</sup> ~~EX "FABRIC 29"~~ WITH  
WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship GOOLE S.B. & R Co LTD  
 Port of Registry GOOLE LONDON GOOLE Nº 417.  
 Official Number 130118. Owners E.F. COE  
 Gross Tonnage 409.77 (MAR) C. ROWGOTHAM & SONS. LONDON  
 Date of Build JUNE 1944 ELLERMAN WILSON LTD. HULL.  
 Port and Date of survey GOOLE DURING CONSTRUCTION  
 Name of Surveyor E. HENDERSON.  
 Particulars of Classification BS\* (COASTING SERVICE) Names of Sister Ships EMPIRE FABRIC, EMPIRE FABIAN, ETC.  
 Type of Superstructures POOP & FORECASTLE

Trade of Ship

Service Endorsement if any

RETAILED

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood..... steel)		
TROPICAL FRESH WATER LINE above centre of disc	2 1/2"	Corresponding Freeboard 1'-6"
FRESH WATER LINE " " "	2 1/2"	" " 1'-3 1/2"
TROPICAL LINE " " "	0	" " 1'-6"
WINTER LINE below " "	2 1/2"	" " 1'-8 1/2"
WINTER NORTH ATLANTIC LINE " " "	4 1/2"	" " 1'-10 1/2"

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

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

*[Signature]*  
8 MAR 1951

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

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the 5th July 1944.

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 Chief Surveyor  
 Secretary  
 Lloyd's Register Foundation

## COMPUTATION OF FREEBOARD

Length on summer load line 141.0      Moulded Breadth 27.0      Moulded Depth 11.0      Depth of Keel 1/2

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 725      Tons

Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85} = 7.130$

Displacement and tons per inch immersion in salt water at summer load line 742 @ 7.95 T.P.I. @ 9.5'

Moulded depth 11.000      Deduction for Fresh Water  $\frac{\Delta}{40T} = 2.333$  inches

Stringer Plate  $\frac{3}{8}$  .031      Round of Beam Correction

Sheathing on exposed deck T  $(\frac{L-S}{L})$  -      Ships Round of Beam 0.00 inches

Rise of floor (in sailers) -      Standard Round of Beam  $\frac{B \times 12}{50} = 6.48$

Depth for Freeboard (D) 11.031      Difference 6.48

Table Depth  $\frac{L}{15} = 9.400$       Restricted to

Depth Correction  $\frac{L}{130} = 1.631$       Correction  $\frac{\text{Difference}}{4} \times (1 - \frac{S_1}{L}) = 1.62 \times 2262 = 3665$

If restricted by superstructures 1.769 ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	37'-6 3/4"	-	7'-0"	4.26		41.26	Standard Height of Superstructure <u>6'-0"</u>
Raised Quarter Deck							" " R.Q.D. <u>-</u>
Bridge		F					Percentage covered S/L = <u>40.34 %</u>
		A					" " E/L = <u>65.46 %</u>
Forecastle	13'-8 11/16"	1'-10"	8'-0"	15.63		14.83	" from Table line A, B, (corrected for absence of forecastle if required) <u>55.28 %</u>
Trunk Aft	35'-1"		7'-0"		18/27	23.39	Percentage from Table by interpolation for Bridge less than .2L if required = <u>-</u>
" Forward	27'-10"		3'-4"		$\frac{18 \times 2.67}{27 \times 6}$	8.26	Deduction = <u>20.1 \times 5.528 = 11.11</u> T.P.I.
Tonnage Opening Aft	18'-10"				$\frac{14.7 \times 2.67}{27 \times 6}$	4.56	Percentage from Table for Tankers (or Timber ships) = <u>-</u>
" " Forward							Deduction = <u>-</u>
Totals				56.89		92.30	

Totals  $\frac{2.67 \text{ for Low Seam on Hatch Coverboard.}}{57.21} \times 23.39 = 18.56$   
 $\frac{0.26}{57.21} \times 52.21 = 2.39$   
 $\frac{52.21}{109.10} = 47.8\%$

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft
P.	0	24.1	-	1	-	" Standard " "
1/8 L from A.P.	0	10.72	-	4	-	Mean Actual sheer forward = LESS THAN 1.
1/8 L from A.P.	0	2.61	-	2	-	" Standard " "
Amidships	0	9	-	4	-	Length of enclosed superstructure forward of amidships = Length of Ship
1/8 L from F.P.	0	5.22	-	2	-	Length of enclosed superstructure aft of amidships = Length of Ship
1/8 L " "	0	21.44	-	4	-	
F.P.	0	48.2	-	1	-	
				18		Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = 12.05 \times 5483 = 6.6070$
Effective Mean Sheer						= <u>6.6070</u>
Standard " "		.05L + 5			12.05	If limited on account of midship superstructure =
Difference					12.05	" to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 14.33

Correction for co-efficient =  $\frac{1393}{136} = 10.24$       DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	1.77	-			
Deduction for superstructures		11.11		Depth to Freeboard Deck in feet <u>11.031</u>	
Sheer correction	6.60	-		Summer Freeboard in feet <u>1.500</u>	
Round of Beam correction	.37	-		Moulded Draught (d) <u>0.531</u>	(d1)
Correction for thickness of deck amidships		-		Addition for Keel $\frac{1}{2}$ " <u>.042</u>	
Other corrections, scantlings, etc.	5.68	-		Extreme draught <u>9.573</u>	
	14.43	11.11	3.32	Deduction for Tropical and addition for Winter freeboard $d/4 = 2 1/2$ ins.	
Summer Freeboard in inches	1'-6"		18.00	Addition for Winter North Atlantic (if required) <u>- 4 1/2</u> ins.	
Additional allowance for superstructures on Timber carrying ships				Deduction for Tropical Timber Freeboard $\frac{d1}{d}$ <u>-</u> ins.	
Summer Timber Freeboard in inches				Addition for Winter " " $\frac{d1}{3}$ <u>=</u> ins.	
				" " N.A. Timber Freeboard (if required) <u>-</u> ins.	

DRAUGHT W S.W. RESTRICTED.

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

GANSEY *ex*

SHIPS NAME "EMPIRE FACTOR"

OFFICIAL NUMBER 180118

Nationality and Port of Registry BRITISH GUELPH

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		5/16 + 1/4	5 FL + 5/16	2'-3"	WELDED	2 @ 10" DIA.	5'-1"	7'-0"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead		5/16	3' x 3" x 1/4	2'-2"-6"	WELDED	2 @ 4'-10" x 1'-10"	1'-3"	8'-0"
Trunk, Aft		5/16	4' x 2" x 3/8	1'-9"	"	-	-	7'-0"
" Forward		5/16	4' x 2" x 5/16	1'-9 7/8"	"	-	-	5'-4"
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	5/16	1/4"	4 FL + 5/16	1'-9"	WELDED AT TOP BRACKET AT BOTTOM	3 @ 4'-11" x 1'-9"	1'-6"	7'-3"-8"-5" 8'-5"
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 doors operated both sides.
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	See sketch				

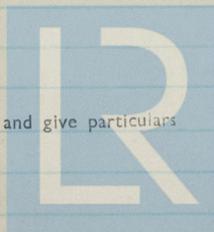
State fore and aft position and height above deck to bottom of port, for each port

} After Well

} Forward Well

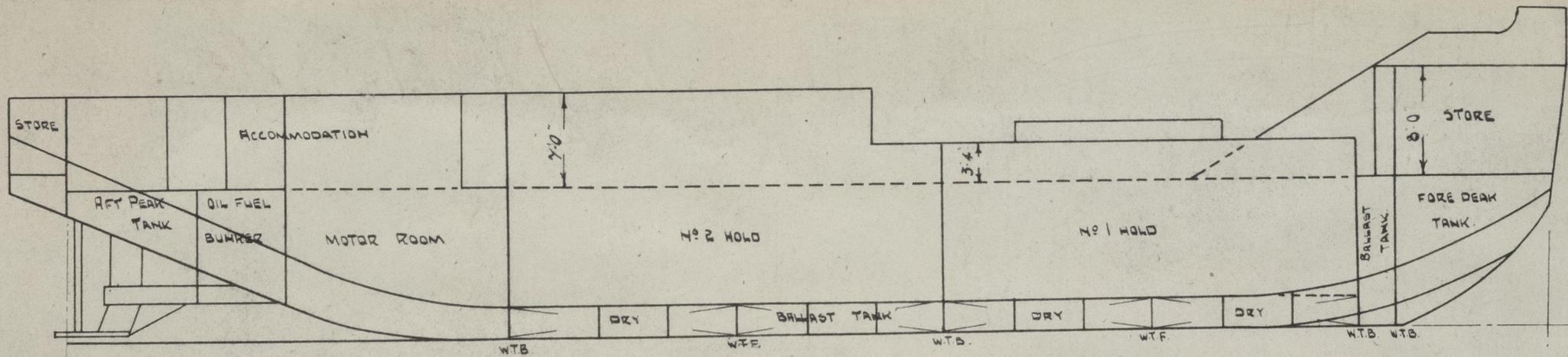
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

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

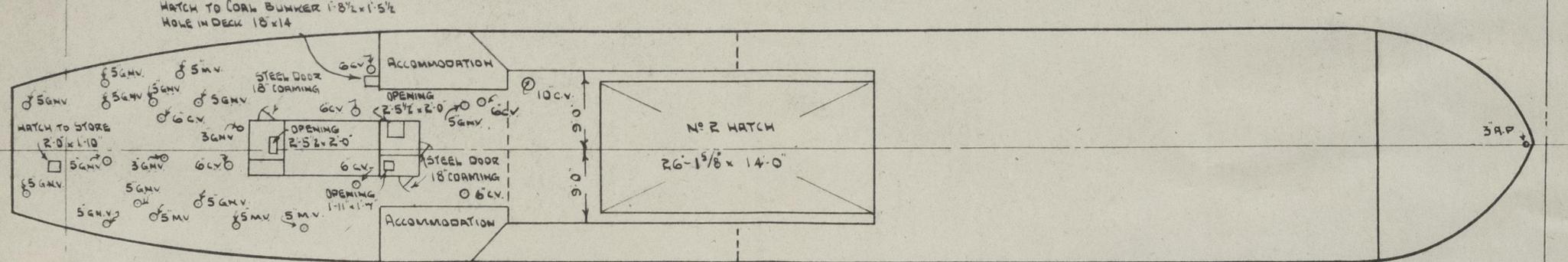


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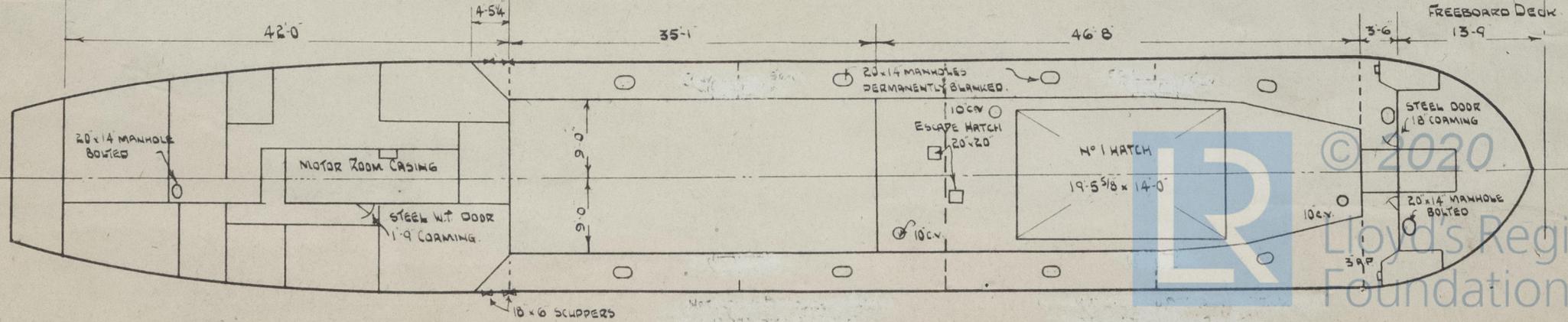
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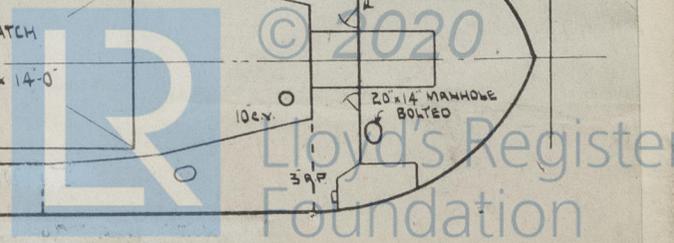
SUPERSTRUCTURE DECK



FREEBOARD DECK

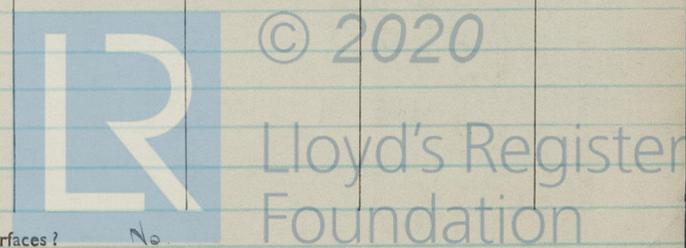


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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	No. 1. HATCH	No. 2 HATCH	COALING HATCH TO GAULLEY	HATCH TO AFTER STORE	ESCAPE HATCH TO No. 1. HOLD	ESCAPE HATCH TO No. 2. HOLD
Dimensions of Hatchway	20'-0" x 14'-0"	26'-3" x 14'-0"	1'-6 1/2" x 1'-5 1/2"	2' x 1'-10"	1'-9" x 1'-9"	1'-9" x 1'-9"
COAMINGS	Height } steel } deck above } wood }	4'-2"	7'-10"	1'-4"	1'-6"	1'-6"
		Thickness } sides } ends }	.38" .38"	.38" .38"	5/16"	5/16"
Stiffeners	4 1/2 Fts. x 5/16"	4 1/2 Fts. x 3/8"				
Brackets or Stays	5/16 FLANGED BUTS.	12" x 3/16 FLANGED PLATE				
HATCH BEAMS	Number	2	3			
	Spacing	6-8'	6-8'			
	Scantling and Sketch	10" x 6" x 40LBS	RS JOIST.			
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	WOOD	WOOD	STEEL	WOOD	STEEL
	Thickness	3"	2 1/2"	1/4"	2 5/8"	1/4"
	How Fitted	F + A.	F + A.	HINGED	F + A.	HINGED
	Bearing Surface	2 3/16"	2 5/16"	HEMP PACKING	2"	
Spacing of Cleats	24"	24"	SECURED BY	2 EACH SIDE	SECURED BY	SECURED BY
Number of Tarpaulins	2	2	PADLOCK	2	HANDLES	HANDLES



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

Are wood fore and afters steel shod at all bearing surfaces?  NO

Are lashings provided in accordance with rule requirements?  YES

Are battens and wedges efficient and in good condition?  YES

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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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