

252'-0" x 43'-0" x 25'-6"

Form LL. 4.C. (Revised)

1597

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: "GLENELG" SS 3670 WITHOUT TIMBER DECK CARGO
Nationality: British
Port of Registry: Midland
Official Number: 150234
Gross Tonnage: 2099
Date of Build: 6/1923
Builders' Name and No. of Ship: Midland Shipbuilding Co., Midland, Ontario - No 11.
Owners: Canada S. S. Lines.
Port and Date of Survey: Windsor, Ont.; March 16th 1938
Name of Surveyor: E. Russell Macmillan
Particulars of Classification: B.S. [Great Lakes RIVER. & limited part of St. Lawrence]
Type of Superstructures: Forecastle (Sunke)
Trade of Ship: LAKES & RIVERS.
Service Endorsement if any: Lakes & Rivers Beans O.K. (for Service?)

SPECIAL FREEBOARD

7'-7"
7'-11 1/2"
8'-4"

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (wood steel)
TROPICAL FRESH WATER LINE above centre of disc Corresponding Freeboard
FRESH WATER LINE " " " "
INTERMEDIATE TROPICAL LINE BELOW " " 4 1/2"
WINTER LINE below " " 9"
WINTER NORTH ATLANTIC LINE " " " -

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

none same as provisional

Docked - 25th August 1936.

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



Chief Surveyor
Assistant Chief Surveyor
Assistant Secretary

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

on the 3rd May 1939

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# LAKEE COMPUTATION OF FREEBOARD

Length on summer load line **252'-0"** Moulded Breadth **43'-0"** Moulded Depth **25'-6"** 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  $\frac{\Delta \times 35}{L \times B \times D \times .85} = .83$  GIVEN BY OWNERS  
 Displacement and tons per inch immersion in salt water at summer load line  
 Moulded depth **25.5** Deduction for Fresh Water  $\frac{\Delta}{40T} =$  inches  
 Stringer Plate **.625** Round of Beam Correction **.052**  
 Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  **-** Ships Round of Beam **10** inches  
 Rise of floor (in sailers) **-** Standard Round of Beam  $\frac{B \times 12}{50}$  **10.32**  
 Depth for Freeboard (D) **25.552** Difference **.32**  
 Table Depth **16.800** Restricted to  
 Depth Correction **8.752** Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .08 \times .8611 = .069$  ON.  
 If restricted by superstructures  $\frac{252}{130}$  **16.96**

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure <b>6-02</b>
Raised Quarter Deck							" " R.Q.D.
Bridge		F					Percentage covered S/L = <b>13.89</b>
Forecastle	35'	A	5' (Stump)	50%	0.02	29.07	" " E/L = <b>11.54</b>
							" from Table line A, B, (corrected for absence of forecastle if required) <b>5.77</b>
Trunk Aft							Percentage from Table by interpolation for Bridge less than .2L if required =
" Forward							Deduction = <b>31.2 x .0577 = 1.80 OFF</b>
Tonnage Opening Aft							Percentage from Table for Tankers (or Timber ships) =
" " Forward							Deduction =
Totals				<b>35.0</b>		<b>29.07</b>	

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	32	35.2		1	32-0
1/2 L from A.P.	12			4	48-0
1/2 L from A.P.	2		As	2	4-0
Amidships	-		ACTUAL	4	-
1/2 L from F.P.	12			2	24-0
1/2 L " "	32			4	128-0
F.P.	61	70.4		1	61-0
				18	<b>297-0</b>
Effective Mean Sheer					<b>16.500</b>
Standard " "		.05L + 5			<b>17.600</b>
Difference					<b>1-1</b>

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  $\times \left(75 - \frac{S}{2L}\right) = 1.1 + .6806 = .75$  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 = **30.28**  
 Correction for co-efficient =  $\frac{15}{136}$  = **33.62** DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailer, Tanker, Steamer	Timber
Depth correction	16.96			
Deduction for superstructures		1.80	Depth to Freeboard Deck in feet <b>25.552</b>	
Sheer correction	.75		Summer Freeboard in feet <b>7.583</b>	
Round of Beam correction	.07		Moulded Draught (d) <b>17.969</b>	(d1)
Correction for thickness of deck amidships			Addition for Keel <b>.092</b>	
Other corrections, scantlings, etc.	41.40		Extreme draught <b>18.061</b>	
	39.18	1.80		
Summer Freeboard in inches <b>5. 7'-7"</b>				
Additional allowance for superstructures on Timber carrying ships $I + 4\frac{1}{2} = 7.11\frac{1}{2}$				
Summer Timber Freeboard in inches $W + 9 = 8'-4"$				

THE ABOVE MARKS ASSIGNED IN ORDER TO AGREE WITH PROVISIONAL MARKS ASSIGNED

MIN: LAKE FREEBOARD = **49.60"**

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIPS NAME

OFFICIAL NUMBER

Nationality and Port of Registry

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

Particulars	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								
" Forward								
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 <i>aft</i>			<i>1/4"</i>	<i>4 x 3 x 3/16</i>	<i>24</i>	<i>overlaps.</i>		

*As originally constructed*

*Supported by F & A bldgs inside*

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

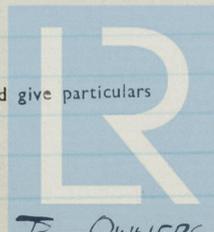
Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	
Exposed Machinery Casings on } Freeboard or R.Q. decks	<p><i>2 doors - 61" x 24" x 1 3/16" solid - 17" sills.</i></p> <p><i>Engine Casings - steel (inside deckhouse)</i></p> <p><i>Stokehold Ent. - One door (house front) 62" x 24" x 1/4" - 16" sill.</i></p> <p><i>Engine Room Ent. - One door - 61" x 24" x 1 3/4" solid wood - Stairway inside to Eng. Room - has hinged steel cover - angle coaming</i></p> <p><i>Fantail Entrance - Similar to Eng. Room Entrance. (16" sill)</i></p> <p><i>Accomd<sup>n</sup> doors - 61" x 24" x 1 3/4" solid wood - 16" sills.</i></p> <p><i>All doors open from both sides.</i></p>
Exposed Machinery Casings on } superstructure decks	
<i>Deckhouse aft</i>	
Machinery Casings within super- structures not fitted with Cl. 1 Closing Appliances	
Deck houses on Flush Deck ships	

PARTICULARS OF FREEING ARRANGEMENTS

Particulars	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well			<i>None - open rails all around freeboard deck.</i>		
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 superstructure decks

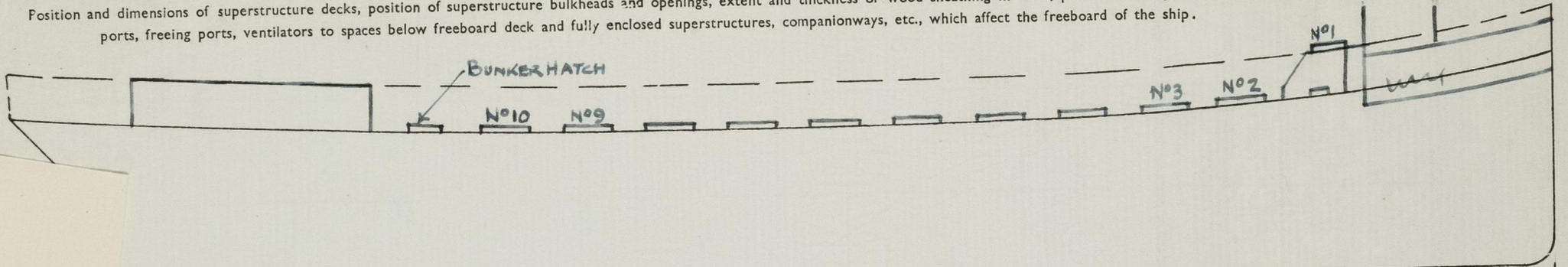


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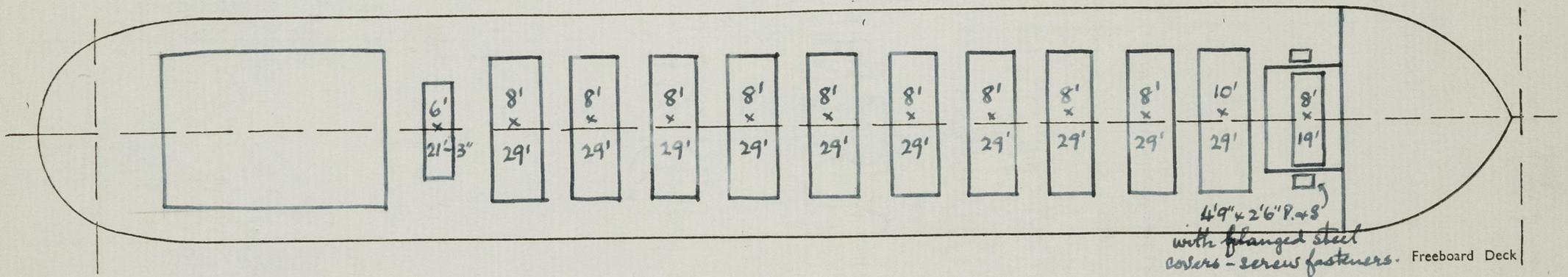
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IN 1937 AND WHICH ARE SATISFACTORY TO OWNERS

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.



Superstructure Deck



Freeboard Deck

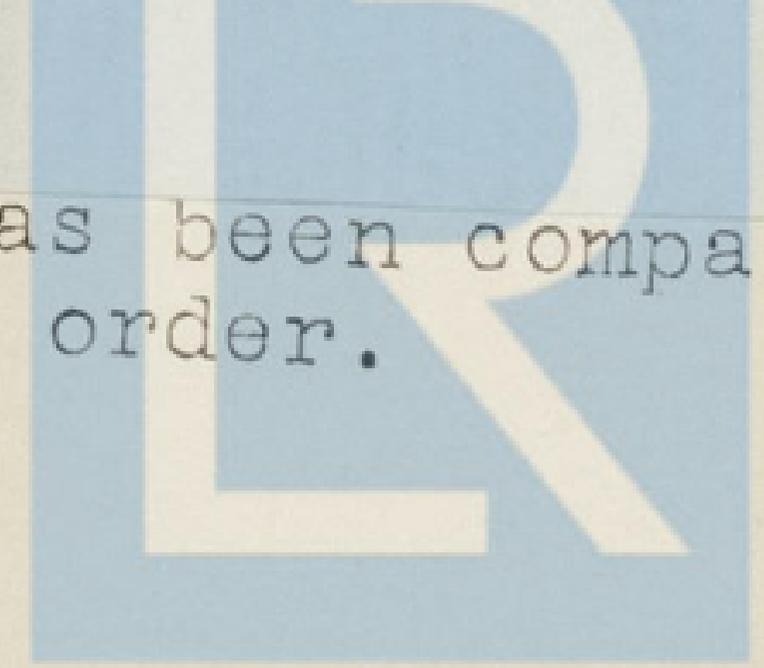
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The Freeboard Report has been compared with the approved plans and found in order.



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward

Dimensions of Hatchway

Height } steel { deck  
above } 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

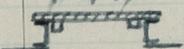
Thickness

How Fitted

Bearing Surface

Spacing of Cleats

Number of Tarpaulins

	N <sup>o</sup> 1	N <sup>o</sup> 2	3 To 10	11. (Bunker)
Dimensions of Hatchway	8' x 19'	10' x 29'	8' x 29'	6' x 24' 3"
Height } steel { deck above } wood {	10"	10"	10"	10"
Thickness { sides ends	10 Channel	As 1	As 1	As 1
Stiffeners	None	"	"	"
Brackets or Stays	None	"	"	"
Number		One.		
Spacing		5-0"		
Scantling and Sketch	None	7 1/2 x 7 1/2 wood.	None	"
Bearing Surface and thickness of carriers or sockets		3" x 3" x 3/8"		
Number		2.		
Spacing		9'-8"		
Unsupported lengths				
Scantling and Sketch	None	7/16" - 3" x 3" x .34 10" x .46 1/16" - 4" x 3" x .36	None	"
Bearing Surface and thickness of carriers or sockets		3 x 3 x 3/8		
Material	Wood.	As 1	As 1	"
Thickness	2 3/4"	"	"	"
How Fitted	F & A.	"	"	"
Bearing Surface		"	"	"
Spacing of Cleats	About 27"	"	"	"
Number of Tarpaulins	One	"	"	"

Securing bars. - 2 1/2 x 2 1/2 x 1/4 or 3 1/2 x 3 1/2 x 5/16 - two athwartship Nos 1 to 10 hatches; one athwartship No 11 hatch.

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

Are lashings provided in accordance with rule requirements?

Yes.  
Securing bars fitted.

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

Are battens and wedges efficient and in good condition?

Yes.

Give full particulars of the following:—

*on deckhouse*

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)

*Fiddles - none.  
Funnel - riveted direct to plating - no coaming  
E+B Vents have 30" Coamings  
Engine Room skylight - steel.  
Bunker hatch - shaft funnel - 12" plate coaming; 2 1/2" wood covers,  
left hand; 2 1/2" nests; cleats at about 30" - no securing bar*

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.*

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)

*Forecastle deck - 1 @ 16" diam. cowl - 33" coaming - rivs. @ 4 1/2"*

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

*None.*



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

Discharges forward (from sunk deck)

Scuppers from store-room - led to fore peak  
In Conveyor Gear Space - 1 WC each side - storm valves on outlets.  
- 2 drains port & 1 drain starbl - non-return valves on outlets.

Discharges aft - from deckhouse. (none from main deck)

In Engine Room - Starbl - 3 WCs. (4 drains) } outlets fitted with choppers  
1 drain } or non-return valves.  
Port - 3 drains - non-return valves on outlets.  
Siphon - starbl side Eng. Room - globe valve on outlet  
Ashgen - cover on hopper - sliding plate on outside of shell over outlet.

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

Forecastle - side scuttles have hinged or portable metal covers.  
Forecastle bulkhead - 14" airports have no covers, but are well protected  
Engine Room - side scuttles have hinged metal covers.

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)

Forecastle deck - bulwark extends for  $\frac{2}{3}$  length & fixed rails for remainder  
Freeboard deck - open rails - 2 tier rod or wire - all around - portable in way of hatches.

Gangways and Lifelines

Lifelines to be fitted.

Gangway, Cargo and Coaling Ports in sides of ship

In Engine Room - Gangway door P.S. - each in 2 sections.  
Good strong w.t. steel doors - as originally fitted.



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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

*Self discharging collier with hopper side tanks*

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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