

Form LL. 4.C. Revised

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

"LIZZONIA" SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, SAILER: EX S.M. "EMPIRE FAROUCHE" ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH. Builders' Name and No. of Ship MESSRS GOOLE. S.B. & R. CO LTD.

Port of Registry GOOLE. GOOLE. No. 423.

Official Number 180125 Owners MINISTRY OF WAR TRANSPORT.

Gross Tonnage 409.77 (MARS). J. WHARTON (SHIPPING) LTD.

Date of Build SEPT. 1944. Port and Date of survey GOOLE. DURING CONSTRUCTION.

Name of Surveyor E. HENDERSON

Particulars of Classification BS* (COASTING SERVICE). Names of Sister Ships EMPIRE FACTOR, EMP. FAIRHAVEN, EMP. FASHION

Type of Superstructures POOP & FORECASTLE.

Trade of Ship

Service Endorsement if any

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

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

[Signature]
Chief Surveyor

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

on the 4th OCTOBER, 1944

[Signature]
Secretary

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 @ 9'-4 3/16"

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = 7130$

Displacement and tons per inch immersion in salt water at summer load line 742 @ 7.95 T.P.1 @ 9.5 ft

Moulded depth 11.000

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

Stringer Plate 3/8 .031

Round of Beam Correction

Sheathing on exposed deck T (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 4/15 9.400

Restricted to Difference $\frac{5}{4} \times (1 - \frac{5}{L}) = 1.62 \times .2262 = .3665$

Depth Correction 4/130 1.631

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"	41.26		41.26
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	13'-8 1/2"	1'-10"	8'-0"	15.63		14.83
Trunk Aft	35'-1"		7'-0"		18/27	23.39
" Forward	27'-10"		3'-4"		18 x 2.67 27 x 6	8.26
Tonnage Opening Aft	18'-10"				14.71 x 2.67 27 x 6	4.56
" " Forward						
Totals	2.67 FOR LOW COMING ON HATCH FORWARD			23.39 18.56 10.26 52.21	56.89 52.21	92.30

Standard Height of Superstructure 6'-0"

" " R.Q.D.

Percentage covered S/L = 40.34%

" " E/L = 65.46%

" from Table line A, B, corrected for

absence of forecastle if required 55.28%

Percentage from Table by interpolation for Bridge

less than .2L if required =

Deduction = 20.1 x 55.28 = 11.11 OFF

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	0	24.1	-	1	-
1/3 L from A.P.	0	10.72	-	4	-
2/3 L from A.P.	0	2.61	-	2	-
Amidships	0	0	-	4	-
1/3 L from F.P.	0	5.22	-	2	-
2/3 L " "	0	21.44	-	4	-
F.P.	0	48.2	-	1	-
				18	

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 X (75 - $\frac{S}{2L}$) = 12.05 x .5483 = 6.607 ON

Effective Mean Sheer =
Standard " " .05L + 5 = 12.05
Difference 12.05

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 = 14.33.

Correction for co-efficient = 1393/13 = 14.68 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	1.77	-			
Deduction for superstructures	-	11.11			
Sheer correction	6.61	-			
Round of Beam correction	.37	-			
Correction for thickness of deck amidships	-	-			
Other corrections, scantlings, etc.	5.68				
	14.43	11.11	3.32		
Summer Freeboard in inches	1'-6"		18.00		
Additional allowance for superstructures on					
Timber carrying ships					
Summer Timber Freeboard in inches					

Depth to Freeboard Deck in feet 11.031
Summer Freeboard in feet 1.500
Moulded Draught (d) 9.531
Addition for Keel 1/2" .042
Extreme draught 9.573
Deduction for Tropical and addition for Winter freeboard d/4 = 2 1/2 ins.
Addition for Winter North Atlantic (if required) = 4 1/2 ins.
Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = ins.
Addition for Winter " $\frac{d}{3}$ = ins.
N.A. Timber Freeboard (if required) = ins.

✓ DRAUGHT IN S.W. RESTRICTED

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIPS NAME

"EMPIRE FAROUCHE."

OFFICIAL NUMBER

180125.

Nationality and Port of Registry

BRITISH
Goole.

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 x 1/4	5" x 5/16	2'-3"	Welded	2@10" Dia	5'-7"	7'-0"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead		5/16	3" x 3" x 1/4"	2'-0" 2'-6"	Welded	2@4'-1" + 1'-10"	1'-3"	8'-0"
Trunk, Aft	5/16	1/4	4" x 5/16 3 1/2" x 5/16	1'-8" 1'-10"	"	—	—	7'-0"
" Forward		5/16	4" x 5/16	1'-8"	"	—	—	3'-4"
Exposed Machinery Casings on } Freeboard or R.Q. Decks }								
Exposed Machinery Casings on } superstructure decks }	5/16	1/4	4 x 5/16	1'-9"	Welded at top Bkt. at Btm	—	—	8'-3" 8'-5"
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	No opening
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 super- structures not fitted with Cl. 1 Closing Appliances }	
Deck houses on Flush Deck ships	

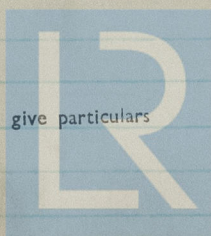
PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	See sketch				
Forward Well					

State fore and aft position and height above } After Well
deck to bottom of port, for each port }
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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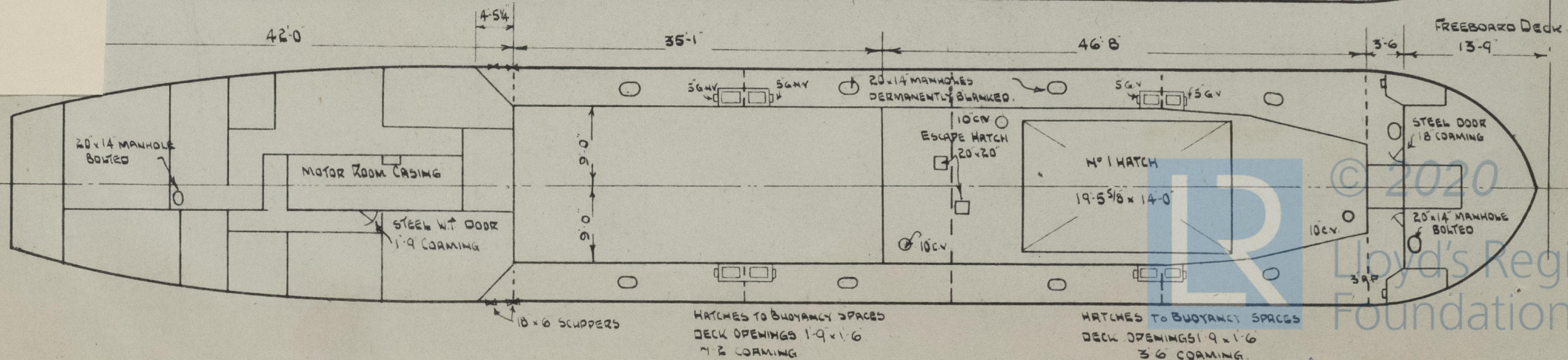
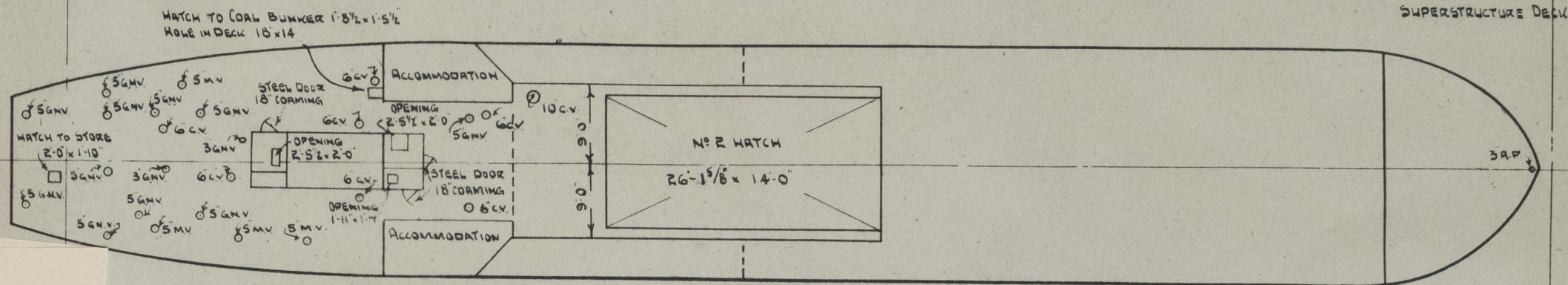
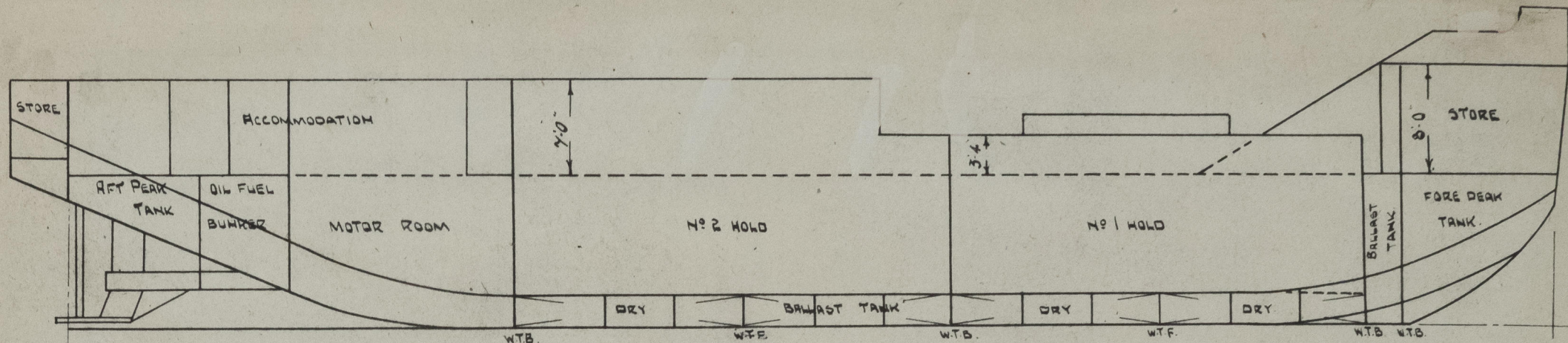
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As this vessel is less than 250'-0" in length
the Freeboard Report has not been compared with the
approved plans.

20' x 14' MANHOLE
BOWED

MOTOR ROOM CASING

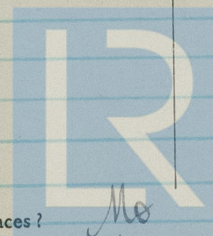
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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward		Upper Deck No 1 Cargo	Poof No 2 Cargo	Hatch to after store	Coaling Hatch to gallery	Escape Hatch from Nos 1 & 2 Holds					
Dimensions of Hatchway		19'-6" x 14'-0"	26'-2" x 14'-0"	2'-0" x 1'-10"	1'-8 1/4" x 1'-5 1/2"	1'-9" x 1'-9"					
COAMINGS	Height above steel { deck wood {	4'-2"	7'-10"	1'-6"	1'-4"	1'-6"					
	Thickness { sides ends {	10 x 3 1/2 x 1/2 B.A.	10 x 3 1/2 x 1/2 B.A.	5/16	5/16	5/16					
	Stiffeners										
	Brackets or Stays										
HATCH BEAMS	Number										
	Spacing	6'-8"	6'-8"								
	Scantling and Sketch	10" x 6" x 40 lbs R.S.I.	10" x 6" x 40 lbs R.S.I.								
	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	Steel	Steel					
	Thickness	2 7/8	2 5/8	2 5/8	1/4	1/4					
	How Fitted	F x A	F x A	F x A	Hinged with Hemp Packing	Hinged with Hemp Packing					
	Bearing Surface	2 1/2	2 1/2	2 1/2		Lock Handle					
	Spacing of Cleats	24"	24"	1'-2"							
	Number of Tarpaulins	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?						No					
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)

1 - Cowl vent P&S 10" Dia 2'-0" Coaming welded to Casing Top 8'-5" above Deck
 1 - G.M. " " 4" " 1'-0" above Casing " " " " 8'-5" " "
 2 - Hinged steel skylight Flaps P&S. 2'-3" x 2'-0" No BULLSEYES ON Casing Top 7'-6" " "
 1 - 9" Dual light proof Vent 8" Coaming welded to Casing Top. 8'-5" " Poof Deck
 1 - 2" Dia G.M. Vent 9" " " " " " 7'-3" " "

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)

Entrance to Officer's Accommodation = 18" Steel Coaming doors opened both sides
 " " Cargo " " " " " " " "
 " " Engine Room " " " " " " " "

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)

3-6"	Cowl Vent	Port.	3'-0"	Coamings welded to Pk.	- To accommodation & Gallery
3-6"	"	Star.	3'-0"	" " " "	" " Saloon
5-5"	G.M.	Port.	2'-2"	" " " "	Pantry Crew's space DEMS 2 after store
4-5"	"	Star.	2'-2"	" " " "	Wash-places W.C. and after store
1-5"	"	on L	2'-2"	" " " "	DEM.S.
2-5"	M	Port	2'-2"	" " " "	Crew's space & D.E.M.S
2-5"	"	Star	2'-2"	" " " "	Accommodation & W.C.
1-5"	"	Star	2'-2"	" " " "	Accommodation
1-9"	Cowl	Star	2'-0"	" " " "	Above starting platform in E.R.

2 - 10" Cowl Nuts P&S. to cargo Holds

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

1-3"	G.M. airpipe	on L	above Forecastle	bolted to Deck	To forepeak
1-3"	"	"	P&S 2'-3"	uppendck welded to DK fitted with gauge	" " "
1-5"	"	"	P&S 3 1/4"	" " " " " "	Nos 1, 2, 3 & Tank side
1-3"	"	"	S. 1'-6"	Poofdk " " " " " "	To A.P. computer
1-2 1/2"	"	"	P&S 5'-6"	uppendck " " " " " "	To No 1 D.B.
1-2 1/2"	"	"	P&S 9'-9"	" " " " " "	To No 2 D.B.



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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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