

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			Corresponding Freeboard
TROPICAL FRESH WATER	Timber line above L.S.		
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

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*[Signature]*  
 Secretary

## COMPUTATION OF FREEBOARD

Length on summer load line  $141'-0"$  Moulded Breadth  $27'-0"$  Moulded Depth  $11'-0"$  Depth of Keel  $\frac{1}{2}"$   
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth  $725$  Tons @  $9'-4\frac{3}{10}"$

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  $742 @ 7.95 \text{ T.P.1} @ 9.5 \text{ ft}$

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

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

Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right) = -$  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  $5$

Depth Correction  $4/130 = 1.631$  Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{5}{L}\right) = 1.62 \times .2262 = .3665$

If restricted by superstructures  $1.769 \text{ ON}$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	$37'-6\frac{3}{4}"$	-	$7'-0"$	$41.26$		$41.26$
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	$13'-8\frac{1}{2}"$	$1'-10"$	$8'-0"$	$15.63$		$14.83$
Trunk Aft	$35'-1"$		$7'-0"$		$\frac{18}{27}$	$23.39$
" Forward	$27'-10"$		$3'-4"$		$\frac{18 \times 2.67}{27 \times 6}$	$8.26$
Tonnage Opening Aft	$18'-10"$				$\frac{14.71 \times 2.67}{27 \times 6}$	$4.56$
" " Forward						
Totals				$56.89$		$92.30$

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 =  $20.1 \times 55.28 = 11.11 \text{ OFF}$

Percentage from Table for Tankers (or Timber-ships) =

Deduction =  $-$

$2.67$  FOR LOW COAMING ON HATCH FORWARD  
 $\frac{23.39}{18.56} = 1.26$   
 $\frac{10.26}{52.21} = .196$   
 $5 \cdot \frac{52.21}{109.10} = 2.38$   
 $\frac{9}{7} = 1.2857$   
 $77.38\%$

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	0	24.1	-	1	-
$\frac{1}{3}$ L from A.P.	0	10.72	-	4	-
$\frac{2}{3}$ L from A.P.	0	2.61	-	2	-
Amidships	0	0	-	4	-
$\frac{1}{3}$ L from F.P.	0	5.22	-	2	-
$\frac{2}{3}$ 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 admidships =  
 Length of Ship

Length of enclosed superstructure aft of amidships =  
 Length of Ship

Sheer Correction = Difference  $\times \left(75 - \frac{S}{L}\right) = 12.05 \times .5483$

Effective Mean Sheer =  $6.607 \text{ ON}$

Standard " " .05L + 5 =  $12.05$   
 Difference =  $12.05$

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 =  $14.33$

Correction for co-efficient =  $\frac{1393}{13} = 14.68$

### 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	$1'-6"$		$18.00$	Depth to Freeboard Deck in feet $11.031$	
Additional allowance for superstructures on Timber carrying ships				Summer Freeboard in feet $1.500$	
Summer Timber Freeboard in inches				Moulded Draught (d) $9.531$	(d1)
				Addition for Keel $\frac{1}{2}" = .042$	
				Extreme draught $9.573$	
				Deduction for Tropical and addition for Winter freeboard $d/4 = 2\frac{1}{2}$ ins.	
				Addition for Winter North Atlantic (if required) $= 4\frac{1}{2}$ ins.	
				Deduction for Tropical Timber Freeboard $\frac{d1}{d} =$ ins.	
				Addition for Winter " " $\frac{d1}{3} =$ 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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5 GN.V. 5 MV 5 MV 5 MV

ACCOMMODATION

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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.

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20' x 14' MANHOLE BOWED

MOTOR ROOM CASING

0.5



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

	Upper Deck No 1 Cargo	Poop No 2 Cargo	Hatch to after store	Coaling Hatch to gallery	Escape Hatch from Nos 1 & 2 Holds				
Number and description of Hatchway from forward									
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								
	Bearing Surface and thickness of carriers or sockets								
HATCH COVERS	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 stump packing	Hinged with Hemp Packing Lock Handle			
	Bearing Surface	2 1/2	2 1/2	2 1/2					
Spacing of Cleats	24"	24"	1'-2"						
Number of Tarpaulins	2	2	2						

b/s 11000

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

Yes Yes

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

No

Are lashings provided in accordance with rule requirements?

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" " Poop 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 operated 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 DK. | - To accommodation & Galley            |
| 3-6" | "         | Star.     | 3'-0" | " " " "                | " " Saloon                             |
| 5-5" | G.M.      | Port.     | 2'-2" | " " " "                | Pantry Crew's space DEMS 2 after stove |
| 4-5" | "         | Star.     | 2'-2" | " " " "                | Wash-places W.C. and after stove       |
| 1-5" | "         | on $\phi$ | 2'-2" | " " " "                | DE.M.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 Nents 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  $\phi$  above Forecastle bolted to Deck To forepeak
- 1 - 3" " " " P&S 2'-3" " upperdeck welded to DK fitted with gauge " "
- 1 - 5" " " " P&S 3 1/4" " " " " " " " Nos 1, 2, 34 Tank side
- 1 - 3" " " " 1'-6" " Poopdk " " " " " " To A.P. computer
- 1 - 2 1/2" " " " P&S 5'-6" " upperdeck " " " " " " 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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