

LL. 4.C.

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

1060

STEAMER, TANKER, SAILER: BEN OLLIVER S.M. WITH TIMBER DECK CARGO  
 Nationality British Builders' Name and No. of Ship Roughedge Ironworks Co Ltd  
 Port of Registry London Nº. 509  
 Official Number 164497 Owners Nationalas Bayels Co. St.  
 Gross Tonnage 146.01 London  
 Date of Build 6/1935 Port and Date of Survey London. June 1935.  
 Name of Surveyor T.R. Thomas  
 Particulars of Classification BS\* (Bulk Oil Carrier) Names of Sister Ships None  
Boasting Service

Type of Superstructures Self and Poop with continuous Trunk

Give full particulars of the following:—

Fiddley and Funnel Coamings (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

None

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

Flush scuttles on poop deck. W.C.I. Bayonet joint type  
Rubber joint-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)

Poop deck. One steel Door. Sill 1'-9" above steel deck. (2 1/2" wood dk)

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Vent coamings on freeboard deck 36" on poop 30" Rivets spaced 4 dia.  
Wood plugs and canvas covers to all vents.

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

Air pipe on fore 18" in length } to underside of opening  
Cut pipes on Poop 30" in length }  
Satisfactory closing arrangements provided.

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

4" Soil pipe star side of r non return valves on ship side and  
hull.

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

Scuttles in poop and pump room, brass-permanent deadlights fitted

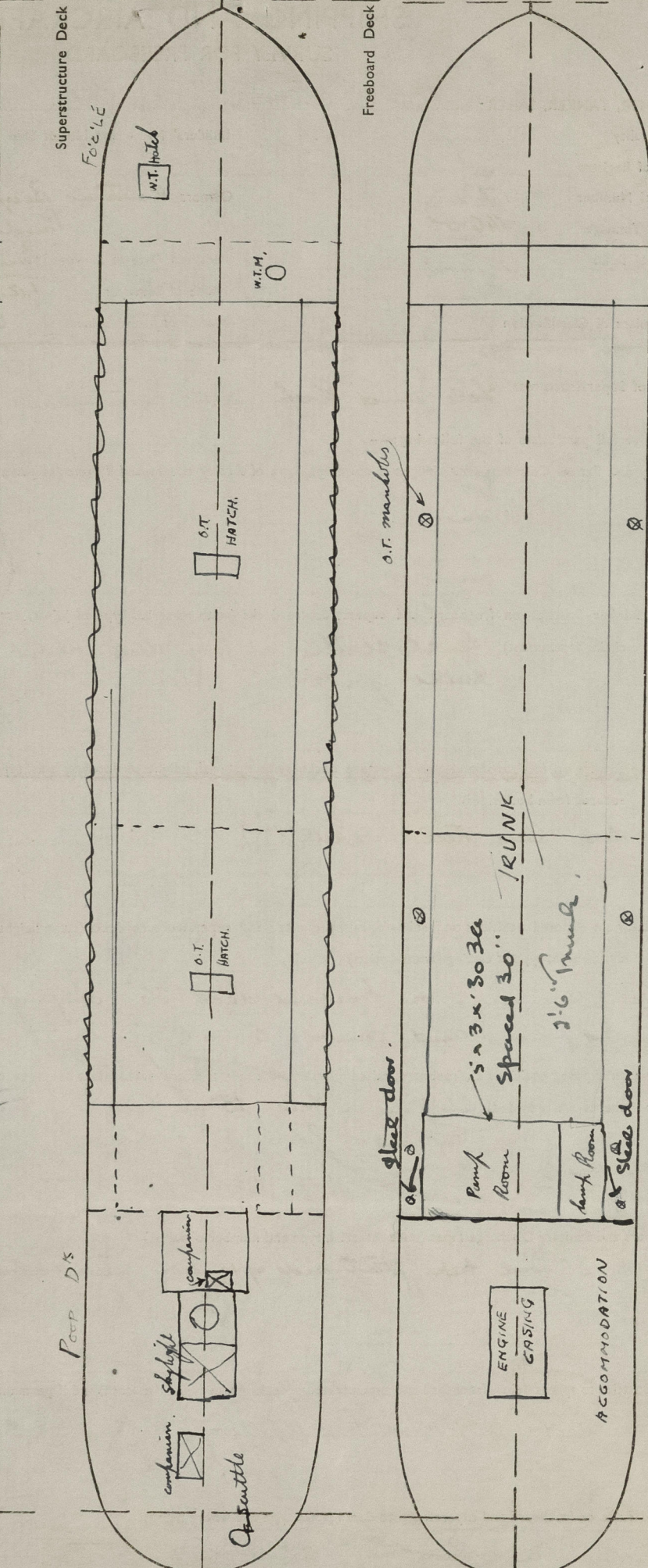
Guard Rails on freeboard and superstructure decks (state type and where fitted)

Stanchions and Rails on Freeboard & Superstructure and Trunk

005013-005019-0014/16



Poor D <sup>1</sup> / <sub>2</sub>	E. Room	Bunk -dam	TOP OF TRUNK	CHAINING & STOWS	BULKHEAD OR FORECASTLE DECK
A/C PEAK.		Coffin -dam			



Statement of special features in the construction of the ship

Length on summer load line  $90-4''$  Moulded Breadth  $19-0''$  Moulded Depth  $8-9''$  Depth of Keel  $42-0''$

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth  $267$  Tons  $2$

Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85} = .732$

Displacement and tons per inch immersion in salt water at summer load line ~~267~~  $282 \text{ tons}$   $3.7 \text{ TPI.}$

Moulded depth  $8.75$  Deduction for Fresh Water  $\frac{\Delta}{40T} = \frac{287}{40 \times 3.7} = 1.932$

Stringer Plate  $.3$   $.025$  Round of Beam Correction

Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  Ships' Round of Beam  $4\frac{1}{2}''$   $4.5$

Rise of floor (in sailers) ———— Standard Round of Beam  $\frac{B \times 12}{50} = \frac{4.5 \times 12}{50} = 1.08$

Depth for Freeboard (D)  $8.775$  ✓ Difference  $.06$

Table Depth  $6.022$  ✓

Depth Correction  $\frac{90-33}{130} \times 2.753 = 1.913$  ✓

If restricted by superstructures

Restricted to

Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{S}{L}\right) = \frac{.06}{4} \times \left(1 - \frac{4.5}{42}\right) = .015 \times .893 = .0134$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	27'-4"	4'-0"	6'-5"	27'-33"	27'-33"	27'-33"
Raised Quarter Deck		F				
Bridge		A				
Forecastle	18'-0"	3'-0"	2'-6"	18'-25"	18'-12" $\times \frac{25}{6}$	7'-55"
Trunk Aft	38'-0"	13'-0" x	2'-6"	13'-0"	26'-0" $\times \frac{25}{6}$	10'-83"
" Forward						
Tonnage Opening Aft						
" Forward						
Totals						

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P. 16.25	<del>1-1/4"</del>	19.03		1	16.25
1/2 L from A.P.	5"	8.47		4	20.
1/2 L from A.P.	1"	2.09		2	2.
Amidships	0	0.		4	0.
2.5 1/2 L from F.P.	2 1/4"	4.19		2	5.
12.5 1/2 L	12 1/2"	16.94		4	50.
F.P. 37	<del>3-1/4"</del>	38.07		1	37.

Effective Mean Shear	=	7.23
Standard „ „ .05L + 5	=	9.51
Difference		<u>2.28</u>

TABULAR FREEBOARD corrected for flush deck if required = 9.03

Correction for co-efficient =  $\times \frac{1.412}{1.36}$  = 9.37

	+	-
Depth correction	1.91 ✓	-
Deduction for superstructures		6.05
Sheer correction	1.14 ✓	
Round of Beam correction	-	-
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	3.05 ✓	6.05

Summer Freeboard in inches

Additional allowance for superstructures on

Timber carrying ships

Summer Timber Freeboard in inches

Standard Height of Superstructure 6. ✓

„ „ R.Q.D. ✓

Percentage covered S/L = 50.46 (excl. tanks) ✓

„ „ E/L = 55.90 ✓

„ from Table line A, B, (corrected for  
absence of forecasts if required) 40.26 ✓

Percentage from Table by interpolation for Bridge  
less than .2L if required =

Deduction = 15.033 x .4026 = 6.053 ✓

Percentage from Table for Tankers (or Timber ships) =

Deduction = 15. ✓

Mean Actual sheer aft =  
,, Standard ,, ,,

Mean Actual sheer forward =  
,, 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  $(75 - \frac{S}{2L}) = 2.281 \times 44.77 = 1.1352$

If limited on account of midship superstructure =  
,, to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. =

DRAUGHTS AND SEASONAL CORRECTIONS

	Seller, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	8.775 ✓	
Summer Freeboard in feet	.531 ✓	
Moulded Draught (d)	8.244 ✓	8.248 mld @ 6" (d1.) ✓
Addition for Keel		
✓ Extreme draught		4.31 w 8.43
✓ Deduction for Tropical and addition for Winter freeboard $d/4 = 2.061$ ins.		
✓ Deduction for Winter North Atlantic (if required)		= ins.
✓ Deduction for Tropical Timber Freeboard $\frac{d}{4}$		= ins.
Addition for Winter " " $\frac{d}{3}$		= ins.
" " N.A. Timber Freeboard (if required)		= ins.

and only so long as the ship is employed between ports in the United Kingdom

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (..... wood ..... steel .....			
TROPICAL FRESH WATER LINE	above	centre of disc	—
FRESH WATER LINE	"	"	2 <sup>9</sup>
TROPICAL LINE	"	"	—
WINTER LINE	below	"	2 <sup>11</sup>
WINTER NORTH ATLANTIC LINE	"	"	—

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line									
TROPICAL FRESH WATER Timber line above centre of disc					Corresponding Freeboard				
FRESH WATER	11	12	13	14	15	16	17	18	19
TROPICAL	11	12	13	14	15	16	17	18	19
WINTER	11	12	below	14	15	16	17	18	19
WINTER NORTH ATLANTIC	11	12	13	14	15	16	17	18	19

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	.3	.3	5" <del>5</del> x 38" 36"		Cups	2 doors in	9"	
<del>P.O.D.</del> "						Pups and Lumps		
Bridge Aft Bulkhead						Run 5'-1" x 2'-0"		
" Forward "								
Forecastle Bulkhead	.3	.3	46 x 3 x .375 <sup>off</sup> trunk in way	36"		None.		
Trunk, Aft	}	.3	.3	3 x 3 x .30	24"	Brackets (See Kailias).		
" Forward								
Exposed Machinery Casings on	}	.25	.25					
Freeboard or R.Q. Decks								
Exposed Machinery Casings on	}	.25	.25	3 x 2 x .35 <sup>off</sup>	24"	None.		21"
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	Doors to pump Room and Lamp Room Stairs. Caisso operated from both sides forward. Six clips.
R.Q.D. _____	
Bridge Aft Bulkhead	
„ Forward „	
Forecastle Bulkhead	None
Exposed Machinery Casings on Freeboard or R.Q. decks	None.
Exposed Machinery Casings on superstructure decks	None.
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances	None.
Deck houses on Flush Deck ships	None.

PARTICULARS OF FREEING ARRANGEMENT

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

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



Number and description of Hatchway from forward	COAMINGS				HATCH BEAMS			FORE AND AFTERS				HATCH COVERS				Spacing of Cleats	Number of Tarpaulins
	Height } steel { deck above { wood { sides { ends {	Thickness {	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		
First 8 hatches on freeboard deck. 2 each side 2'-0" x 1'-6" 3" Channel Coaming. Cross steel 30 Bolted at 3" spacing at 5/8" bolts. Q.T. Hatches on trunk 2 in number. 4'-0" x 2'-0" 6" B.G. Coaming Butterfly into and running bolts 10 1/2" apart. Steel cross 30.																	

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

Are wood fore and afters steel shod at all bearing surfaces?  
Are battens and wedges efficient and in good condition?  
Are tarpaulins in good condition and in accordance with rule requirements  
Are lashings provided in accordance with rule requirements?

Gangways and Lifelines *Gangway Poop to Helm on Trunk.*

Gangway, Cargo and Coaling Ports in sides of ship

*None*

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules?

Is provision made for protection of steering gear, and is emergency steering gear provided?

Are efficient uprights, sockets and lashings provided according to rules?

State particulars of longitudinal subdivision in double bottom


State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

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

on the *31<sup>st</sup> July 1935*

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Chief Surveyor.  
Secretary.