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Form LL. 4.C. (Revised)

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

1304

STEAMER, ~~TANKER~~, ~~SAILER~~ "SOLVRA"
Nationality *British* Builders' Name and No. of Ship *SMITHS Dock Co. LTD. N^o/043*
Port of Registry *Leith* Owners *The South Georgia Co. Ltd.*
Official Number *164382* Port and Date of Survey *Middlesbrough 8/37.*
Gross Tonnage *433.49* Name of Surveyor *John Aitken*
Date of Build *1937.* Particulars of Classification *B.S.* Whaling Purposes.* Names of Sister Ships *SONDRA SORSRA*
Type of Superstructures *Flush Deck.*
Trade of Ship *Whale Catcher.*
Service Endorsement if any

ALL SEASONS

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)

2'-1"

TROPICAL FRESH WATER LINE above centre of disc	—	Corresponding Freeboard	—
FRESH WATER LINE " " "	3"	" "	1'-10"
TROPICAL LINE " " "	—	" "	—
WINTER LINE below " "	—	" "	—
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

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

Chief Surveyor

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

on the

3rd November 1937

Secretary

005061-005068-0205 1/2

Length on summer load line $143-9\frac{1}{2}$ " Moulded Breadth $27-6$ Moulded Depth $15-6$ Depth of Keel $7\frac{1}{2}$

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 830 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .5575$ use $.68$ MIN.

Displacement and tons per inch immersion in salt water at summer load line 850

Moulded depth $15-50$ Deduction for Fresh Water $\frac{\Delta}{40 T} = 7 \text{ T.P.I.}$

Stringer Plate $.26$ $.022$ Round of Beam Correction 3.04 inches $3"$

Sheathing on exposed deck T $(\frac{L-S}{L}) \cdot 208 \times \frac{70}{143.79}$ $.101$ Ships Round of Beam 8 inches

Rise of floor (in sailers) $-$ Standard Round of Beam $\frac{B \times 12}{50}$ 6.6

Depth for Freeboard (D) 15.623 Difference $14"$

Table Depth 9.585 Restricted to

Depth Correction $\frac{L}{130} \times 6.038$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .35$ OFF.

If restricted by superstructures 6.678

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle						
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals						

Standard Height of Superstructure

 " " R.Q.D.

Percentage covered S/L =

 " " E/L =

 " from Table line A, B, (corrected for absence of forecastle if required)

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

Deduction =

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Standard Height of Superstructure

 " " R.Q.D.

Percentage covered S/L =

 " " E/L =

 " from Table line A, B, (corrected for absence of forecastle if required)

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

Deduction =

Percentage from Table for Tankers (or Timber ships) =

Deduction =

TABULAR FREEBOARD corrected for flush deck ~~if required~~ = 16.85

~~Correction for co-efficient -~~

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	6.68	.		15.522	
Deduction for superstructures	-	-		1.651	
Sheer correction	-	2.16		13.871	(d1)
Round of Beam correction	-	.35			
Correction for thickness of deck amidships		1.21			
Other corrections, scantlings, etc.	-	-			14.0 1/2
	6.68	3.72	+ 2.96		
Summer Freeboard in inches		=	19.81	Deduction for Tropical and addition for Winter freeboard d/4 =	3.468 ins.
Additional allowance for superstructures on	W.N.N		5.47	Addition for Winter North Atlantic (if required)	= 5.468 ins.
Timber-carrying ships ALL SEASONS =			25.28	Deduction for Tropical Timber Freeboard $\frac{d}{4}$	= ins.
Summer Timber Freeboard in inches		=		Addition for Winter " $\frac{d}{3}$	= ins.
				N.A. Timber Freeboard (if required)	= ins.

0205 $\frac{2}{5}$

SHIPS NAME **SOLVRA** OFFICIAL NUMBER **164382**
Nationality and Port of Registry **British - Leith**

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	—							
R.Q.D. "	—							
Bridge Aft Bulkhead	—							
" Forward "	—							
Forecastle Bulkhead	—							
Trunk, Aft	—							
" Forward	—							
Exposed Machinery Casings on Freeboard R.Q. Decks	none	.25	$3 \times 2\frac{1}{2} \times .25$ O.A.	34-36	labeled to beams 1 ea side 4'-0" x 21	19' ab. wood deck	6'-9"	
Exposed Machinery Casings on superstructure decks	—							
Machinery Casings within Super- structures not fitted with Cl. 1. closing appliances	—							
Deckhouses on flush deck ships	none	.25	$3 \times 2\frac{1}{2} \times .25$ O.A.	30-42	labeled top & bottom 1 ea side 4'-0" x 21	20" above steel deck	6'-9"	

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

<p>Poop Bulkhead</p> <p>R.Q.D. „</p> <p>Bridge Aft Bulkhead</p> <p>„ Forward „</p> <p>Forecastle Bulkhead</p> <p>Exposed Machinery Casings on } Freeboard on the decks }</p> <p>Exposed Machinery Casings on } superstructure decks }</p> <p>Machinery Casings within super- structures not fitted with Cl. 1 Closing Appliances }</p> <p>Deck houses on Flush Deck ships</p>	<p>—</p> <p>—</p> <p>—</p> <p>Steel doors, rubber jointed, manipulated both sides.</p> <p>—</p> <p>—</p> <p>Steel doors manipulated both sides.</p>
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Deck houses on Flush Deck ships

Steel doors manipulated both sides.

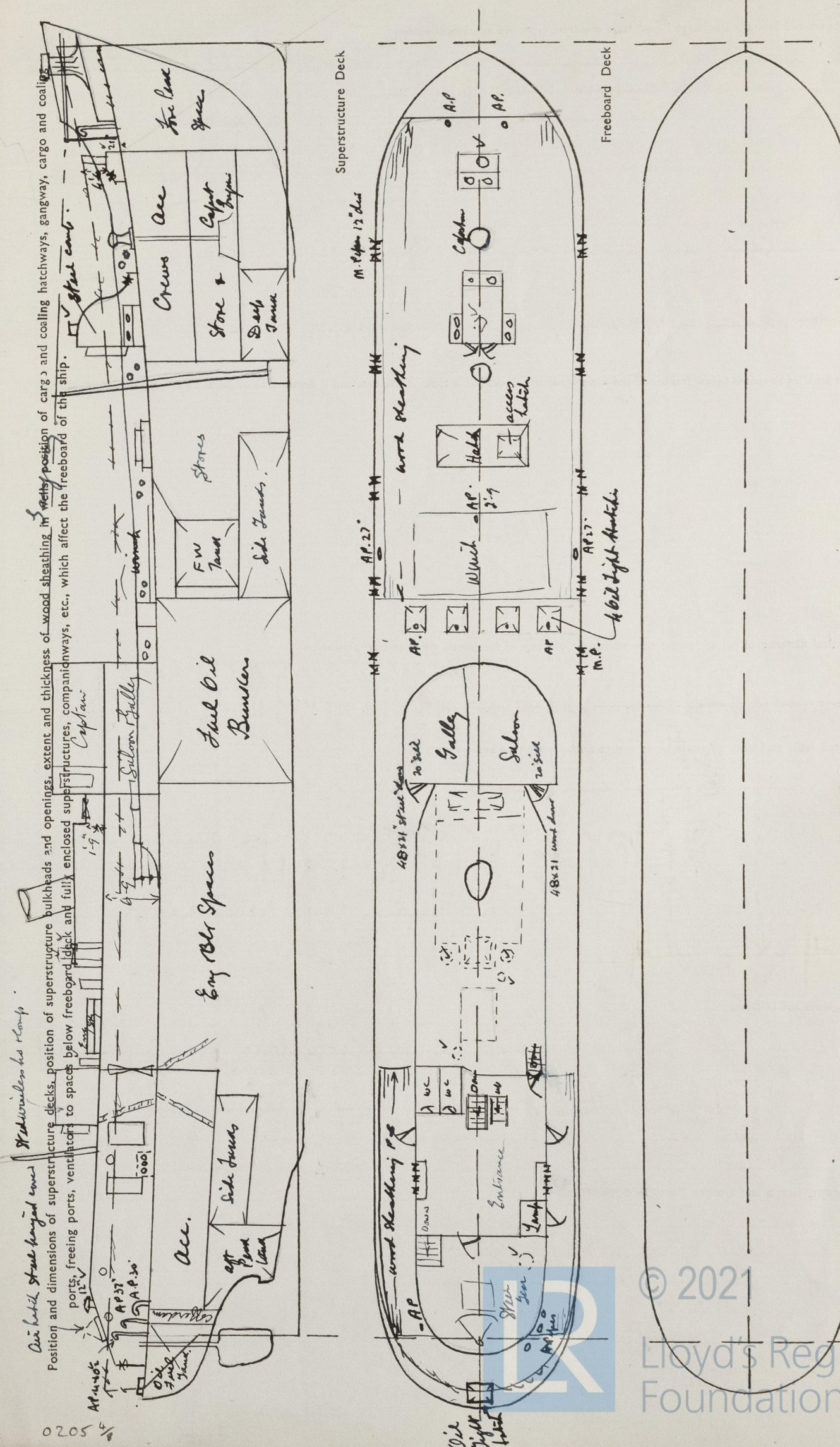
Saloon Entrance & Crews Companion 15" leak door in 2 halves manipulated both sides

PARTICULARS OF FREEING ARRANGEMENTS

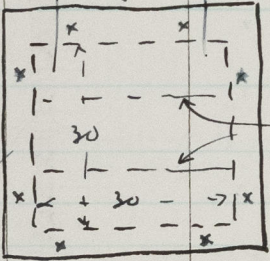
PARTICULARS OF FREEING ARRANGEMENTS					
	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	Bulwarks fore end only. no freeing ports.			10 mooring pipes.	
Forward Well	each side 12" diameter. large sheer on deck.				
State fore and aft position and height above deck to bottom of port, for each port	After Well				
	Forward Well				

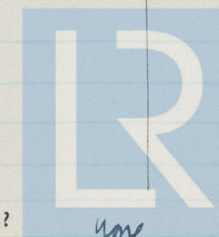
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

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



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward		No 1 to store access hatch on top of No 1.		4 Oil bunker hatches.		Oil Light Hatch at stern					
Dimensions of Hatchway		7'-6" x 3'-6"	30" x 30"	30 x 18		24 x 24					
COAMINGS	Height above { steel { deck wood {	8" above wood dk	6" ab. Hatch Cover	24"		6"					
	Thickness { sides ends	3	3 3/4 3/4	4 5		30					
	Stiffeners	3" flange on top edge	none	Stiffened top edge		3" fl. on top					
	Brackets or Stays	none	-								
HATCH BEAMS	Number										
	Spacing										
	Scantling and Sketch										
	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	Steel	steel	Steel		Steel					
	Thickness	3	35	325		32					
	How Fitted	in one piece	in one piece	in one piece		in one piece					
	Bearing Surface	3"	-	2 3/4		3					
	Spacing of Cleats	bolts 3/4 at 10"	8 laggings 5 1/2"	bolts 3/4 @ 8" ap.		bolts 3/4 @ 7"					
	Number of Tarpaulins	none	from each corner	none		none					
	Are tarpaulins in good condition and in accordance with rule requirements?		none		Are wood fore and afters steel shod at all bearing surfaces?	none					
	Are lashings provided in accordance with rule requirements?		none		Are battens and wedges efficient and in good condition?	none					



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Give full particulars of the following:—

Fiddley, 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 fiddley covers, and if these are permanently attached in their proper positions)

Fidley & funnel coamings on top of steel casing 8'-6" high.

Fidley covers steel plates hinged in position.

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)

Steel companion to crew space forward 1 3/8 take door in 2 halves 3'-8" x 23". Sill 18 1/2" above wood deck. Door each side to Engineers Accommodation & to Engine room. Steel door 4'-8" x 21" sheet rubber joint. Sill 19" above wood deck.

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)

Vent to crew space steel coaming 6'-3" above wood deck, welded to top of skylight. Vent on top of steel companion. Steel coaming welded to companion top. All other vents to Accommodation are on top of steel casings or steel houses. Coamings 15" welded to casing top.

vents closed with wood plugs & covers

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

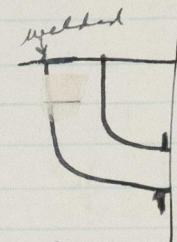
Air pipes two off at fore peak 4'-8" high. Two abreast fore winch 27' high under bulwark rail. One at 2'-9" high to F.W. tank at fore end of winch. One at side of Crews companion 3'-2" high. Air pipes aft close to house sides 30' to 58" high.

wood plugs fitted.

Air pipes to each oil bunker hatch fitted on lid & with gauge over opening. protected from damage.

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

Scuppers from upper deck iron pipes bent & welded to deck. flange with rubber joint to shell.



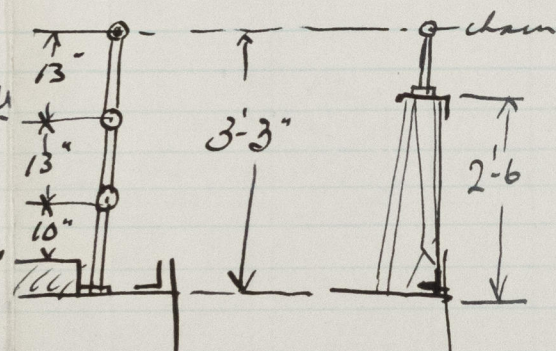
Sanitary discharges iron pipes. brass storm valves on shell.

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

none

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)



Gangways and Lifelines

Bulwark 2'-6" high amidships tapering to 3'-0" forward. fitted from amidships forward. Guard rails remainder of deck.

No gangway except from top of wheelhouse fore to gun platform. Life lines fitted fore end of casing to Crews companion.

Gangway, Cargo and Coaling Ports in sides of ship

none

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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