

2093

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: "CHANT 2" A/MS 732 WITHOUT TIMBER DECK CARGO
Nationality BRITISH. Builders' Name and No. of Ship MESSRS HENRY SCARER, LTD
Port of Registry HULL 5436. HESSLE
Official Number 169367 Owners MINISTRY OF WAR TRANSPORT.
Gross Tonnage 403.44. MANAGERS: THE HATFIELD MOTOR COASTERS LTD.
Date of Build 2/44 Port and Date of survey HULL 2/44
Name of Surveyor W. J. MOBLE.
Particulars of Classification B5¹ (BULK OIL CARRIER) (COASTING SERVICE) Names of Sister Ships "CHANT" 77PE
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)

TROPICAL FRESH WATER LINE	above centre of disc	5"	Corresponding Freeboard	1'-0"
FRESH WATER LINE	" " "	2 1/4"	" "	0'-7"
TROPICAL LINE	" " "	2 1/4"	" "	0'-9 1/2"
WINTER LINE	below " "	2 1/2"	" "	0'-9 1/4"
WINTER NORTH ATLANTIC LINE	" " "	4 1/2"	" "	1'-2 1/2"
				1'-4 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

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INTRO J.L.A.

Chief Surveyor

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

on the 2ND FEBRUARY 1944

(Secy) W.H. CARSHAW. Secretary

007988-007997-0104 1/8

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 @ 9.4716

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = .713$.

Displacement and tons per inch immersion in salt water at summer load line 798 tons 8.03 tons per inch @ 10 ft.

Moulded depth 11.0 11.000 Deduction for Fresh Water $\frac{\Delta}{40T} = 2.484$ inches

Stringer Plate 3/8" .031 Round of Beam Correction

Sheathing on exposed deck T $(\frac{L-S}{L})$ - Ships Round of Beam NIL .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 7.15 9.400 Restricted to

Depth Correction 1.130 1.031 Correction $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = 1.62 \times .2262 = .3665$ on

If restricted by superstructures 1.469 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 1/16"	1'-10"	8'-0"	15.63	-	14.82
Trunk Aft	21'-9"		7'-0"	18	27	14.50
" Forward	41'-2"		3'-4"	18.33	27	15.25
Tonnage Opening Aft	18'-10"		3'-4"	14.71	27	5.70
" " Forward				27	27	
Totals			14.50	56.89		91.53
			27.44	52.20		
			10.26	52.20		
			52.20	52.20		

Standard Height of Superstructure 6'-0"

" " R.Q.D.

Percentage covered S/L = 40.34 %

" " E/L = 64.93 %

" 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 = 57.423

Percentage from Table for Tankers (or Timber ships) =

Deduction = 20.1 x 57.42 = 11.54 on

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.				1	
1/2 L from A.P.				4	
1/2 L from A.P.				2	
Amidships				4	
1/2 L from F.P.				2	
1/2 L " "				4	
F.P.				1	
				18	

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 $(75 - \frac{S}{2L}) = 12.05 \times .5483 = 6.608$ on

If limited on account of midship superstructure =

" to maximum allowance of 1 1/2 ins. per 100 ft. =

Effective Mean Sheer =

Standard " " .05L + 5 = 12.05

Difference 12.05

TABULAR FREEBOARD corrected for flush deck if required = 14.33

Correction for co-efficient = 1397/136 = 14.68 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	1.77	-
Deduction for superstructures	-	11.54
Sheer correction	6.61	-
Round of Beam correction	.37	-
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	8.75	11.54 - 2.79

Summer Freeboard in Inches 12' = 11.89

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 1.000

Moulded Draught (d) 10'-0 3/8" 10.031 (d1)

Addition for Keel .042

Extreme draught 10'-0 7/8" 10.073

Deduction for Tropical and addition for Winter freeboard d/4 = 2.5 ins.

Addition for Winter North Atlantic (if required) 1.5 ins.

Deduction for Tropical Timber Freeboard d1 = ins.

Addition for Winter " " d1 = ins.

" " N.A. Timber Freeboard (if required) = ins.

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THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIPS NAME "CHANT 2"

OFFICIAL NUMBER 169367

Nationality and Port of Registry BRITISH.

HULL

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 2 1/4"	5" x 5/16"	2'-3"	WELDED	2 @ 10" DIA.	5'-1"	7'-0"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead		5/16"	3" x 3" x 1/4"	20"-2'-6"	WELDED	2 @ 4"-11" x 1'-10"	1'-3"	8'-0"
Trunk, Aft	5/16"	1/4"	4" x 5/16" x 3 1/2" x 1/2"	1'-8" x 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 BOLT AT BOT.	—	—	8'-3" x 8'-5"
Machinery Casings within Superstructures 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	
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 superstructures 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					

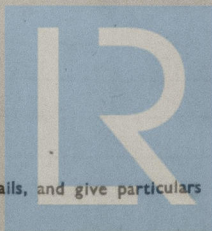
State fore and aft position and height above deck to bottom of port, for each port

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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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	UPPER DECK AND TRUNK				POOP DECK AND TRUNK			
	CARGO HATCHES Nos 1, 2, 3	OIL TIGHT HATCHES Nos 1, 2, 3	SMALL O.T. HATCHES Nos 1, 2, 3	CARGO HATCH No 4	OIL TIGHT HATCH No 4	SMALL O.T. HATCH No 4	PLUMP ROOM HATCH	HATCH TO AFT STORE
Dimensions of Hatchway	15'-0" x 6'-7 3/4"	15'-0" x 6'-7 3/4"	4'-0" DIA	15'-0" x 6'-7 3/4"	15'-0" x 6'-7 3/4"	4'-0" DIA	2'-2 1/2" x 1'-9 1/4"	2'-0" x 1'-10"
COAMINGS	Height { steel { deck above { wood { 1'-6" COAM.	4'-10" 1'-6" COAM.	5'-8" 10'-6" COAM	1'-6" COAM	1'-6" COAM	10' COAM. 2'-4"	1'-6" COAM.	1'-6" COAM.
	Thickness { sides ends	5/16" 5/16"	5/16" 5/16"	3/4"	5/16" 5/16"	5/16" 5/16"	3/4"	5/16" 5/16"
	Stiffeners	6" x 3" x 5/16 OR	6" x 3" x 5/16 OR	6" x 3" x 5/16 OR	6" x 3" x 5/16 OR	6" x 3" x 5/16 OR	1/4" 1/4"	5/16" 5/16"
	Brackets or Stays	4" x 5/16"	4" x 5/16"	4" x 5/16"	4" x 5/16"	4" x 5/16"		
HATCH BEAMS	Number							
	Spacing							
	Scantling and Sketch							
FORE AND AFTERS	Bearing Surface and thickness of carriers or sockets							
	Number							
	Spacing							
	Unsupported lengths							
HATCH COVERS	Scantling and Sketch							
	Bearing Surface and thickness of carriers or sockets							
	Material	WOOD.	STEEL.	STEEL	WOOD	STEEL.	STEEL	WOOD.
	Thickness	2 5/8"	1/2" WITH 4" x 5/16 STIFFENERS.	3/8"	2 5/8"	1/2" WITH 4" x 5/16 STIFFENERS	3/8"	2 5/8"
	How Fitted	F & A.	AT 2'-6" CRS WITH HEMP PACKING	WITH HEMP PACKING	F & A.	AT 2'-6" CRS WITH HEMP PACKING	WITH HEMP PACKING	F & A.
	Bearing Surface	3"	WITH HEMP PACKING		3"	WITH HEMP PACKING		2"
	Spacing of Cleats	24"	COVER SECURED BY BOLTS AT 12" CRS	COVER SECURED BY 8 DOGS	24"	COVER SECURED BY BOLTS AT 12" CRS	COVER SECURED BY 8 DOGS	2 EACH SIDE
	Number of Tarpaulins	2.			2.		AT LOCK	2.

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

YES

Are lashings provided in accordance with rule requirements?

YES

2 1/2" HEMP.

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

NONE FITTED

Are battens and wedges efficient and in good condition?

YES.

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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) .

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

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)

1	-	9"	COWL VANT	STAR.	3'-0"	LOADING	W/LOAD	TO DECK	-	TO PUMP ROOM.
4	-	6"	" "	PORT.	" "	" "	" "	" "		TO ACCOMMODATION & GALLEY.
3	-	6"	" "	STAR.	" "	" "	" "	" "		TO " " 2 SALOON.
5	-	5"	A.N.	PORT.	26"	" "	" "	" "		" PANTRY, CREW'S SPACE QENS. 2 AFT STORE.
4	-	5"	" "	STAR.	" "	" "	" "	" "		" WASH PLACES. WC & AFT STORE
1	-	5"	" "	ON	" "	" "	" "	" "		" DECK
2	-	5"	M.	PORT.	" "	" "	" "	" "		" CREW'S PLACE. 2 DECKS.
2	-	5"	" "	STAR.	" "	" "	" "	" "		" ACCOMMODATION & WC

UPPER DECK
1. 9" VANT STAR 3'-0" COAM. WELDED TO DECK TO PUMP ROOM. FITTED WITH GZLS
4 - 5" M. n. P.S. 12" " " " TRUNK TOP. TO CARGO TANKS WHEN GENERAL CARRIED.

ALL G.N. 2 COWL VENTS, FITTED WITH WOOD PLUGS 2 CANVAS COVERS.
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.N AIRPIPE ON L 2'-0" ABOVE FORECASTLE DECK WELDED TO DECK TO FORE PEAK.
1-3" " " P.B.S. 2'-3" " UPPER " " " FITTED WITH GAUZE TO FORD COFFERDAM
1-5" " " " 26' " " " " " " " " " " TO NOS [2,3,4] TANK SIDE COMPARTMENTS.
1-5" " " PORT. 14" " POOP. " " " " " " " TO AFT COFFERDAM.
1-3" " " STAG. 18' " " " " " " " TO AFT PEAK.
- ~~1-3" " " PERMANENT TANK LEAD UP SIDE OF AFT HATCH 28'-0" ABOVE POOP DECK~~
- ~~1-3" " " NO. 123, " " " " " FOR " 32'-0" " UPPER "~~
- 1-5" G.N AIRPIPE PORT 26' ABOVE UPPER DECK WELDED TO DECK FITTED WITH GAUZE TO AFT COFFERDAM.
- ALL AIRPIPES FITTED WITH WOOD PLUGS & CANVAS COVER
- 1-2" G.N AIRPIPE 18" ABOVE POOP DECK - BOLTED TO DECK - TO DRYING ROOM.
- 1-3" G.N - 16" - - - - - WELDED - - - - -
- 0104 618

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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