

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 SCARLETT LTD
 Port of Registry HULL 5436 HESSLE
 Official Number 169367 Owners MINISTRY OF WAR TRANSPORT.
 Gross Tonnage 403.44 MANAGERS: THE HARTCAMP MOTOR COASTERS LTD.
 Date of Build 2/44 Port and Date of survey HULL 2/44
 Name of Surveyor W. J. Noble
 Particulars of Classification B5^{1/2} (BULK OIL CARRIER) (COASTING SERVICE) Names of Sister Ships 'CHANT' TYPE
 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)

Line	Position	Freeboard	Corresponding Freeboard
TROPICAL FRESH WATER LINE	above centre of disc	5"	0'-7"
FRESH WATER LINE	" " "	2 1/4"	0'-9 1/2"
TROPICAL LINE	" " "	2 1/4"	0'-9 1/4"
WINTER LINE	below " "	2 1/2"	1'-2 1/8"
WINTER NORTH ATLANTIC LINE	" " "	4 1/2"	1'-4 1/2"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

Line	Position	Freeboard	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

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 W.H. CARSLAW
 Chief Surveyor
 Lloyd's Register
 (Secy) W.H. CARSLAW. Secretary

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft on the 2ND FEBRUARY 1944

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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 @ 9.47/16"
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .413$

Displacement and tons per inch immersion in salt water at summer load line *798 tons 8.03 tons per inch @ 10ft.*
 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 *4/15* 9.400 Restricted to
 Depth Correction *4/30* 1.031 Correction $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = 1.62 \times .2262 = .3665$
 If restricted by superstructures 1.409 0M

	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"		$\frac{18}{27}$	14.50
" Forward	41'-2"		3'-4"		$\frac{18 \times 3.33}{27 \times 6}$	15.25
Tonnage Opening Aft	18'-10"		3'-4"		$\frac{14.71 \times 3.33}{27 \times 6}$	5.70
" " Forward						
Totals			14.50 27.44 10.26 52.20	56.89 52.20 S. 109.09	$\frac{S}{L} = 77.38\%$	91.53

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 = 11.540 FT

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 $(75 - \frac{S}{2L}) = 12.05 \times .5483 = 6.608$
 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 = $\frac{1397}{136} = 14.68$

	+	-	
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 =

	Steamer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	11.031	
Summer Freeboard in feet	1.000	
Moulded Draught (d)	10.031	(d1)
Addition for Keel	.042	
Extreme draught	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 d/4		ins.
Addition for Winter " " d/3		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 3/4" x 1/2"	1'-9" 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 BUT AT BTM.	—	—	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
 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

STEEL DOORS OPERATED BOTH SIDES.

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					
Forward Well	SEE SKETCH.				

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

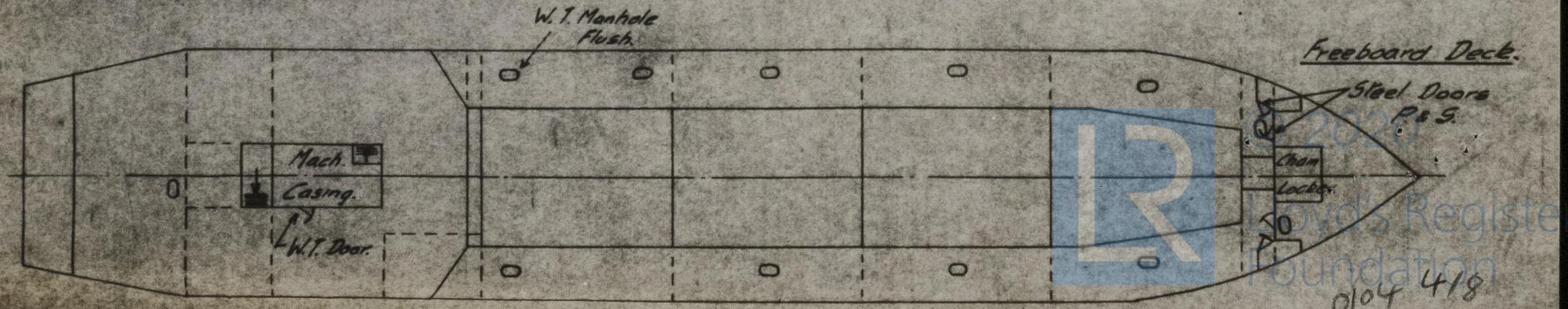
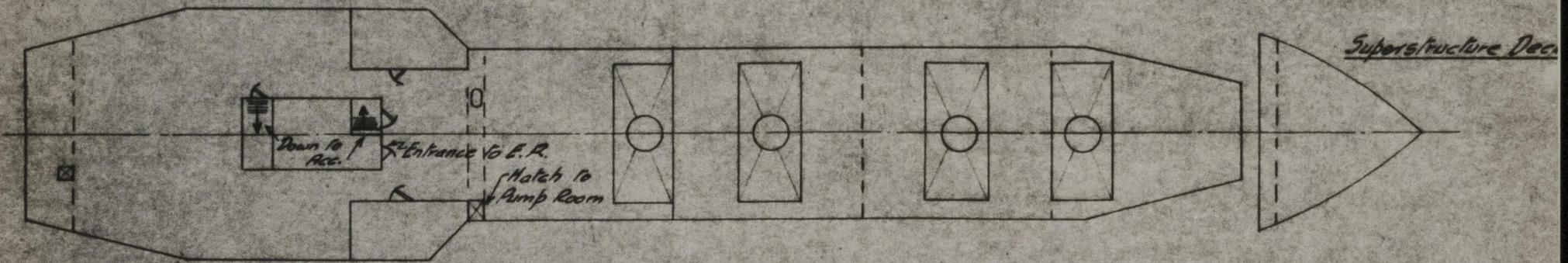
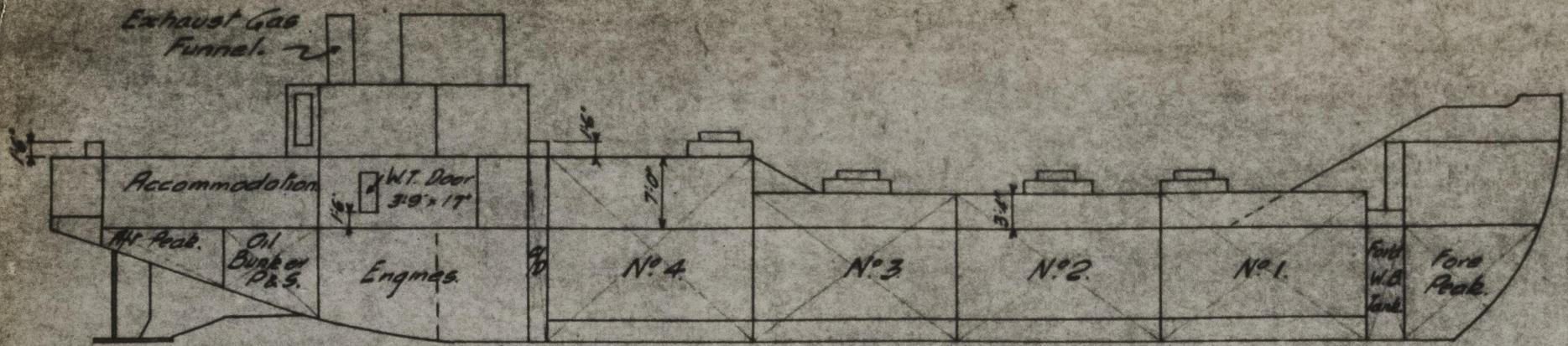
Give particulars of freeing port area, etc., on superstructure decks



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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.	PLIMP 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 above deck steel wood	4'-10"	5'-8"	1'-6" COAM	1'-6" COAM	10" COAM	1'-6" COAM	1'-6" COAM
	Thickness slides ends	5/16" 5/16"	5/16" 5/16"	3/4"	5/16" 5/16"	5/16" 5/16"	3/4"	1/4" 1/4"
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			
Brackets or Stays	4" x 5/16"	4" x 5/16"		4" x 5/16"	4" x 5/16"			
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								
Bearing Surface and thickness of carriers or sockets								
HATCH COVERS	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" F & A.	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	WITH HEMP PACKING	AT 2'-6" CRS	WITH HEMP PACK.	WITH HEMP PACKING	F & A.
Bearing Surface	3"			3"				2"
Spacing of Cleats	2 1/2"	COVER SECURED BY BOLTS AT 12" CRS	COVER SECURED BY 8 DOGS	2 1/2"	COVER SECURED BY BOLTS AT 12" CRS.	COVER SECURED BY 8 DOGS.	COVER SECURED BY AT LOCK	2 EACH SIDE
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 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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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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