

Form LL 4-C Revised.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

PACIFIC STAR.

SURVEY FOR FREEBOARD.

STEAMER, ~~TANKER, SAILER~~ E. SAMMID~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality British

Builders' Name and No. of Ship BETHWEEN FAIRFIELD SHIPYARD INC
BALTIMORE Md. N° 2309.

Port of Registry London

Official Number 169784

Owners ~~AMERICAN WAR SHIPPING ADM. ON CHARTER TO M.I.T.~~

Gross Tonnage 7219

~~MAST~~ BLUE STAR LINE LTD.

Date of Build JAN 1944

Port and Date of survey LIVERPOOL NOV 1944

Particulars of Classification American Bureau

Name of Surveyor A.M. KENNEDY.

Names of Sister Ships Same ships

Type of Superstructures

Flush Deck

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line (~~with~~ ~~deck~~)

TROPICAL FRESH WATER LINE above centre of disc

14 1/4"

Corresponding Freeboard

9'-8 3/4"

FRESH WATER LINE " " "

4 1/4"

" "

8'-6 1/2"

TROPICAL LINE " " "

4"

" "

9'-1 1/2"

WINTER LINE " below " "

4"

" "

9'-1 3/4"

WINTER NORTH ATLANTIC LINE " " "

—

" "

10'-3 3/4"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

FRESH WATER " " " "

" " " "

Corresponding Freeboard

TROPICAL " " " "

" " " "

" "

WINTER " " below " "

" " below " "

" "

WINTER NORTH ATLANTIC " " " "

" " " "

" "

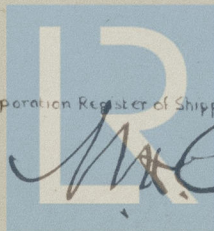
Number of years recommended for load line certificate

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

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

on the 6TH DECEMBER 1944.

Chief Surveyor.



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Secretary.

COMPUTATION OF FREEBOARD

Length on summer load line $47' - 8\frac{3}{4}"$ Moulded Breadth $56' - 10\frac{3}{4}"$ Moulded Depth $34' - 4"$ Depth of Keel $1\frac{1}{2}$
 Moulded displacement (ex bossing) at moulded draught of 85 per cent of moulded depth 16500 Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = .468$

Displacement and tons per inch immersion in salt water at summer load line 14250 @ 48.4%

Moulded depth 37.33

Stringer Plate

Sheathing on exposed deck T $(\frac{.45}{L-S})$ 06

Rise of floor (in salers)

Depth for Freeboard (D) 37.39

Table Depth 24.85

Depth Correction 3 x 9.54

If restricted by superstructures

28.62 ON

Deduction for Fresh Water

Round of Beam Correction

Ships Round of Beam

Standard Round of Beam

Difference

Restricted to

Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .10 \times 1 = .10 \text{ OFF}$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
Forecastle		A				
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

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	54.12	51.44	54.12	1	54.12
$\frac{1}{2}$ L from A.P.	24.00	23.04	24.00	4	96.00
$\frac{1}{3}$ L from A.P.	5.00	5.70	5.00	2	10.00
Amidships	-	-	-	4	-
$\frac{1}{3}$ L from F.P.	11.75	11.39	11.75	2	23.50
$\frac{1}{2}$ L " "	47.75	46.08	47.75	4	191.00
F.P.	105.37	103.54	105.37	1	105.37
				18	479.99

Effective Mean Sheer = 26.666

Standard " " .05L + 5 = 25.886

Difference .780

Mean Actual sheer aft = MORE THAN 1
 " Standard " "

Mean Actual sheer forward = MORE THAN 1
 " Standard " "

Length of enclosed superstructure forward of amidships = Length of Ship

Length of enclosed superstructure aft of amidships = Length of Ship

Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = .78 \times .75 = .58 \text{ OFF}$

If limited on account of midship superstructure

" to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

TABULAR FREEBOARD corrected for flush deck if required = $77.07 + 6.27 = 83.34$

Correction for co-efficient = $\frac{.768 + .63}{136} \times 136 = 88.75$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	28.62	-
Deduction for superstructures	-	-
Sheer correction	-	.58
Round of Beam correction	-	.10
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	28.62	.68

Summer Freeboard in inches $9' - 8\frac{3}{4}" = 116.69$

Additional allowance for superstructures on

Timber carrying ships

Summer Timber Freeboard in inches

Sailing, Tanker, Steamer Timber

Depth to Freeboard Deck in feet 37.33

Summer Freeboard in feet 9.73

Moulded Draught (d) $24' - 8"$ 24.66 (d1)

Addition for Keel $1\frac{1}{2}$.13

Extreme draught $27' - 9\frac{1}{2}"$ 27.79

Deduction for Tropical and addition for Winter freeboard $d/4 = 7$ ins

Addition for Winter North Atlantic (if required)

Deduction for Tropical Timber Freeboard $\frac{d/11}{3}$ ins

Addition for Winter " " $\frac{d/11}{3}$ ins

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

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIPS NAME "SAMNIO"

OFFICIAL NUMBER 169784.

Nationality and Port of Registry British, London

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 or R.Q. Decks								
Exposed Machinery Casings on } superstructure decks								
Machinery Casings within Super- structures not fitted with C.I. I closing appliances								
Deckhouses on flush deck ships								
AFT	-	30"	4x3 ⁵ / ₁₆ IN ²	2'-6"	SNIPED TOP AND BOTTOM	2-60" x 30" 1-51" x 20"	15" 20-2"	
FWD	-	44"	6x4 ¹ / ₁₆ IN ²	2'-6"	BKT AT TOP SNIPED AT BOTTOM	-	-	

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 super- structures not fitted with C.I. I Closing Appliances	
Deck houses on Flush Deck ships	

Hinged steel W.T. doors. Opening both sides

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwork	Height of Bulwork	No and size of Freeing Ports each side	Area each side	Rule Area
After Well	Bow to Fr 177	3'-6"	21 @ 4'-9" x 9"	74.81	83.40
Forward Well	-	-	-	-	-

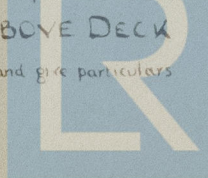
State fore and aft position and height above
deck to bottom of port, for each port

Aft ~~W.H.~~ OF BRIDGE HOUSE AT FR 116, 122, 128, 136, 142, 150, 167
 ABREAST DECK HOUSE AT FR 85, 88, 94, 102, 107
 Forward ~~W.H.~~ OF BRIDGE HOUSE AT FR 32, 40, 50, 58, 62, 66, 74, 80
 ALL 6" ABOVE DECK

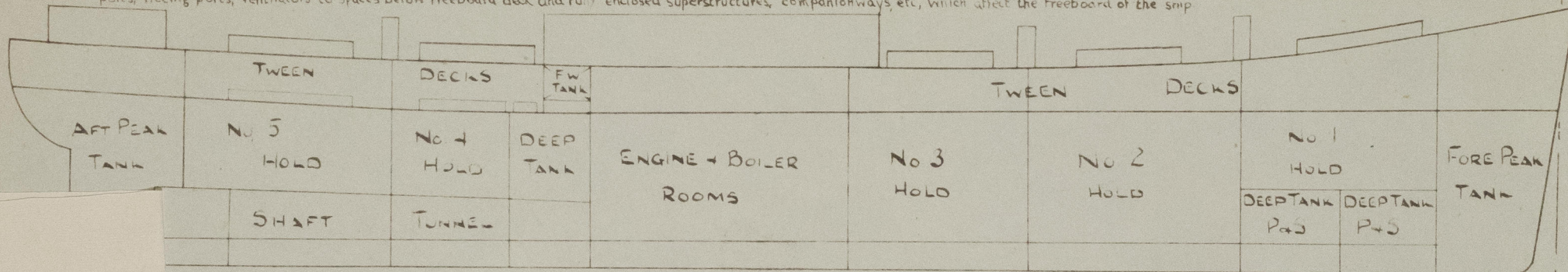
State whether freeing ports are fitted with shutters bars or rails, and give particulars

NONE

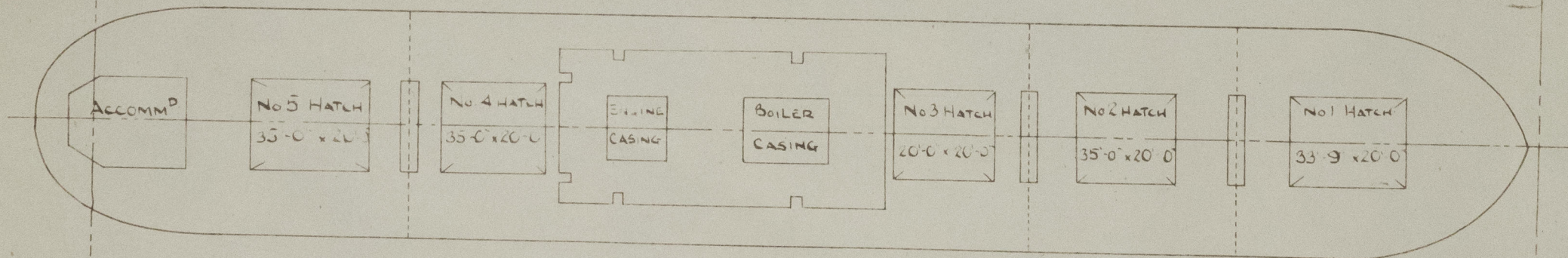
Give particulars of freeing port area, etc., on superstructure decks

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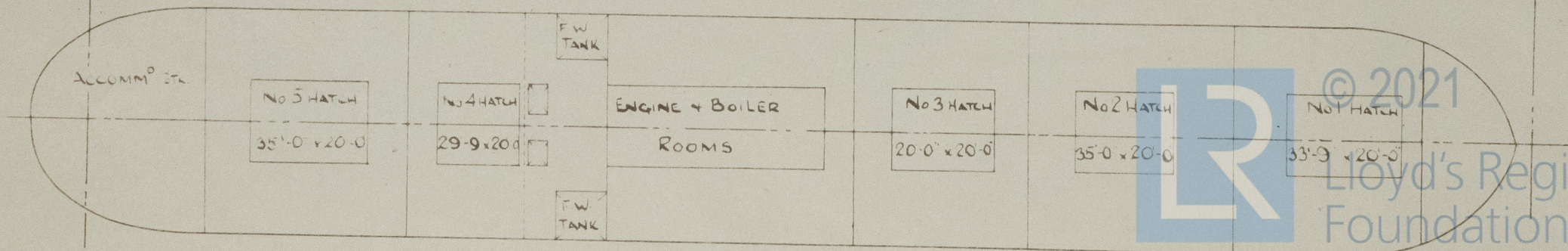
Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc, which affect the freeboard of the ship



FREEBOARD DECK.



2nd DECK.



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AFT PEAK
TANK

No 3

HOLD

No 4

HOLD

DEEP
TANK

ENGINE + BOILER

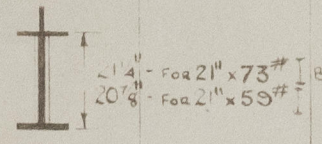
No 3

The Freeboard Report has been compared with the
approved plans and found in order.

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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	UPPER DECK			BOSONS STORE	STEERING ENGINE ROOM
	No. 1	Nos. 2 & 5	No. 3	W. HATCH	W. T. HATCH
Dimensions of Hatchway	33'-3" x 20'-0"	35'-0" x 20'-0"	20'-0" x 20'-0"	30" x 30"	15" x 23"
COATINGS	Height above steel { deck wood {	3'-0"	3'-0"	18"	15"
	Thickness { sides ends {	.625	.625	3/8"	3/8"
	Stiffeners HORIZ.	12 x 4 x 1 1/2 x 475 CHANNEL	1 1/2" x 11" ABOVE DECK		
HATCH BEAMS	Brackets or Stays	1" x 3" x 43" WITH 8 BOLTS SPACED 10'-0"			
	Number	5	5		
	Spacing	5'-0" 3/4" MAX	5'-0" 3/4" MAX		
	Scantling and Sketch				
FORE AND AFTERS	Bearing Surface and thickness of carriers or sockets	5 3/8 SQ. INS.	5 3/8 SQ. INS.	5 3/8 SQ. INS.	
	Number	/	/	/	
	Spacing	/	/	/	
	Unsupported lengths	/	/	/	
HATCH COVERS	Scantling and Sketch	/	/	/	
	Bearing Surface and thickness of carriers or sockets	/	/	/	
	Material	WOOD	WOOD	WOOD	STEEL
	Thickness	2 1/2"	2 1/2"	2 1/2"	30"
HATCH COVERS	How Fitted	F & A	F & A	F & A	STEEL 1/4"
	Bearing Surface	3"	3"	3"	HINGED WT
	Spacing of Cleats	22 3/4" MIN. 24 9/16" MAX.	22 3/4" MIN. 24 9/16" MAX.	22 3/4" MIN. 24 9/16" MAX.	HINGED WT COVER SECURED BY 6 - 7/8" BOLTS
	Number of Tarpaulins	3	3	3	COVER SECURED BY 6 - 7/8" BOLTS



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Are tarpaulins in good condition and in accordance with rule requirements? YES
Are lashings provided in accordance with rule requirements? YES

Are wood fore and afters steel shod at all bearing surfaces? -
Are ballens and wedges efficient and in good condition? YES

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)

Engine casing flush with boat deck. Skylight 3'-6" above boat deck with hinged steel flaps. Engine room vents on top of skylight. No fiddley openings. Boiler casing top 3' above Freeboard deck.

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)

None

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)

Freeboard deck 2 OFF to No 3 Hold 8" dia. Coamings 11'-6" x 42" welded to deck. Drunkies fitted.
 6 OFF 2 to Store 2 to magazine & 2 to engine room 16" dia coamings 30" x 38" welded to deck.
 2 OFF to magazine 12" dia. Coamings 36" x 38" welded to deck.
 4 OFF 2 to No 1 hold. 2 to No 5 hold. 24" dia Coamings 36" x 42" welded to deck.
 6 OFF 2 between No. 1-2 holds, 2 between No 2-3 holds & 2 between No 4-5 holds 36" dia Coamings 36" x 42". On top of mast house.

Boat deck 1 OFF 12" dia Coaming 48" x 42" welded to deck.
 2 OFF to No 4 hold 24" dia. Coaming 48" x 38" welded to deck.
 All above vents supplied with wood plugs & canvas covers.
 6" dia mushroom vents to crew's quarters. Coamings 8" x 12" welded to deck.

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

Fore & Aft Peaks	2 OFF - 3 1/2" dia Fitted with automatic ball check valve and bronze wire mesh
Nos 1 & 2 deep tanks Forward	4 OFF - 4" dia " " " " " " " " " "
Nos 1 & 6 D.B. tanks & 4 Settling tanks	6 OFF - 2 1/2" dia Goose neck fitting with bronze wire mesh
Nos 2, 3 & 5 D.B. tanks	12 OFF - 3" dia " " " " " " " " " "
No 4 D.B. tank	2 OFF - 1 1/2" dia " " " " " " " " " "
No 2 Cofferdam	2 OFF - 2 1/2" dia " " " " " " " " " "
No 3 Deep tank	2 OFF - 2 1/2" dia Fitted with automatic ball check valve and bronze wire mesh
F.W. tank on Second deck	2 OFF - 1 1/2" dia Goose neck fitting with bronze wire mesh
Rudder trunk	1 OFF - 2" dia " " " " " " " " " "

Height of coamings 36" min " to underside of U-bends

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

Discharges from Tween decks 13 off - 2" dia Discharge reg to bilge well closing gate valve on line from
2 off - 2" dia " " " " steering gear flat.
Galvanized steel swing check valve on line
from ship's cold stores. All other lines
have no valves.

Scuppers from Bridge space 4-4" dia Discharging overboard. Grabs^a cast steel flap valves
2-2" dia " " " " " "
1-5" dia " " " " " "

Scissors from Deckhouse aft 1-4" dia Discharging overboard Galv^d cast steel flapper valve
1-1/2" dia " " " " " "

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

5	-	12" dia	Sidelights in Fore and bridge deckhouse.	Hinged deadlights permanently attached
4	-	"	Aft	"
8	-	"	Port side	"
9	-	"	Starb ^d	"
3	-	"	Fore and deckhouse aft	"
1	-	"	In each side	"
2	-	"	Aft end	"

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)

Guard rails on Upper deck from Fr 174 - aft to stern. 3'-6" high Stanchions spaced 5'-0"

Gangways and Lifelines

Lifelies fitted

Gangway, Cargo and Coaling Ports in sides of ship

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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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