

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

"AFRICAN SHELL" SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER, CHANT 6

WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship HENRY SCARR LTD
 Port of Registry HELL LONDON MOMBASA. HEBBLE N° 440
 Official Number 180242 Owners MINISTRY OF WAR TRANSPORT
 Gross Tonnage 403-44. 408 (MRS) METCALF. MOTOR COASTERSHIP. LONDON.
 Date of Build 4/44 Port and Date of survey HELL. DURING CONSTRUCTION
 Name of Surveyor W.J. NOBLE
 Particulars of Classification BS* {BULK OIL CARRIER} Names of Sister Ships CHANT 1, 2, 3, 4, 5.
COASTING SERVICE}
AFRICAN
 Type of Superstructures POOP & F'CLE

Trade of Ship

Service Endorsement if any

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

Line	Measurement	Corresponding Freeboard
TROPICAL FRESH WATER LINE above centre of disc	63 2 1/2"	1' 0" 305
FRESH WATER LINE	63 2 1/2"	0-9 1/2" 242
TROPICAL LINE	- 0	0-9 1/2" 242
WINTER LINE below	63 2 1/2"	1' 0" 305
WINTER NORTH ATLANTIC LINE	4 1/2"	1' 2 1/2" 368
		1' 4 1/2"

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

Line	Measurement	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

Chief Surveyor

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

on the 3RD MAY, 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 $\frac{1}{2}'$
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 725 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7130$
Displacement and tons per inch immersion in salt water at summer load line $798 @ 8.03 \text{ T.P.I.}$
Moulded depth 11.000 Deduction for Fresh Water $\frac{\Delta}{40T} = 2.484$ inches
Stringer Plate $\frac{3}{8}''$ $.031$ Round of Beam Correction $-$
Sheathing on exposed deck T $(\frac{L-S}{L})$ $-$ Ships Round of Beam NIL 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 $\frac{7}{15}$ 9.400 Restricted to
Depth Correction $\frac{7}{150}$ 1.631 Correction $\frac{\text{Difference}}{4} \times (1 - \frac{1}{2}) = 1.62 \times 2262$
If restricted by superstructures 1.769 ON. $= -3605 \text{ ON.}$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	$37.6\frac{3}{4}$	-	$7.0'$	41.26	-	41.26
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	$13.8\frac{1}{6}$	$1.10'$	$8.0'$	15.63	-	14.82
Trunk Aft	$21.9'$		$4.0'$		$\frac{18 \times 27}{18 \times 3.33}$	14.50
„ Forward	$41.2'$		$3.4'$		$\frac{27 \times 6}{14.71 \times 3.33}$	15.25
Tonnage Opening Aft	$18.10''$		$3.4''$		$\frac{27 \times 6}{27 \times 6}$	5.70
„ „ Forward						
Totals	14.50 27.44 10.26 52.20			56.89 52.20 51.09 ON.		91.53 $51 = 47.38\%$

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 = $20\% \times 57.42 = 11.54 \text{ OFF.}$

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.				1	
$\frac{1}{2}$ L from A.P.				4	
$\frac{1}{2}$ L from A.P.				2	
Amidships				4	
$\frac{1}{2}$ L from F.P.				2	
$\frac{1}{2}$ 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 $\times (.75 - \frac{S}{2L}) = 12.05 \times .6483$
= 6.608 ON.

Effective Mean Sheer =
Standard „ „ $.05L + 5$ = 12.05
Difference 12.05

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

TABULAR FREEBOARD corrected for flush deck if required = 14.33

Correction for co-efficient = $\frac{1393}{136} = 14.68$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	1.77	-			
Deduction for superstructures	-	11.54			
Sheer correction	0.61	-			
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	$12''$	= 11.87			
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) 10.031 (d1)
Addition for Keel $.042$
Extreme draught 10.078 10.073
Deduction for Tropical and addition for Winter freeboard $d/4 = 2.5$ ins.
Addition for Winter North Atlantic (if required) -4.5 ins.
Deduction for Tropical Freeboard $\frac{d}{4} = 1$ ins.
Addition for Winter „ „ $\frac{d}{3} = 3$ ins.
N.A. Timber Freeboard (if required) = ins.

X DRAUGHT IN S.W. RESTRICTED

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIPS NAME

"SHANT 6"

OFFICIAL NUMBER 180242.

Nationality and Port of Registry

BRITISH.

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" 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"	2'-0"-2'-6"	WELDED	2 @ 4'-11" x 1'-10"	1'-3"	8'-0"
Trunk, Aft	5/16"	1/4"	4" x 5/16"-3 1/2" x 5/16"	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 BKT. AT BOTTOM	-	-	8'-3"-8'-5"
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	
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 super- structures 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			2 - 18" x 16" scuppers.		
Forward Well					

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

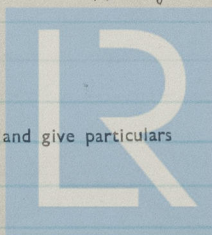
After Well

18" x 16" scuppers fore of poop front. lower edge at deck level.

Forward Well

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

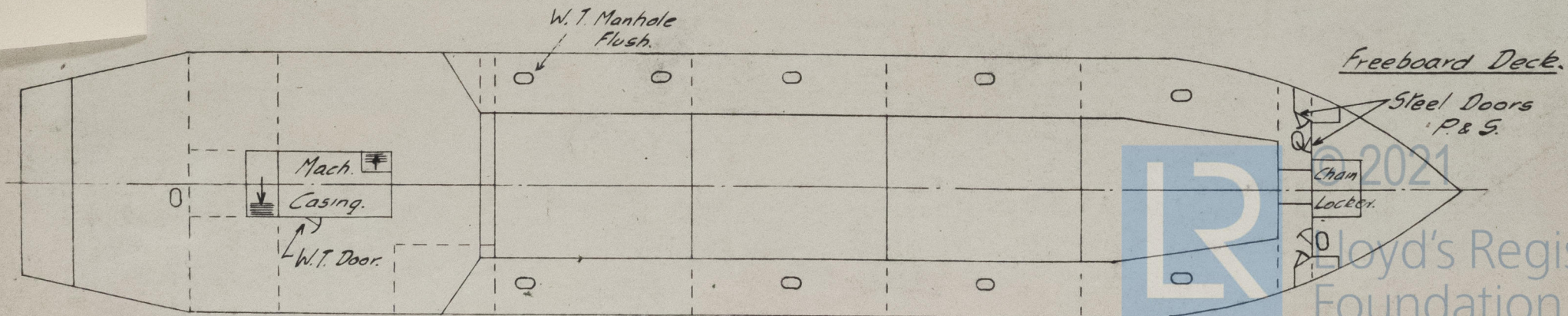
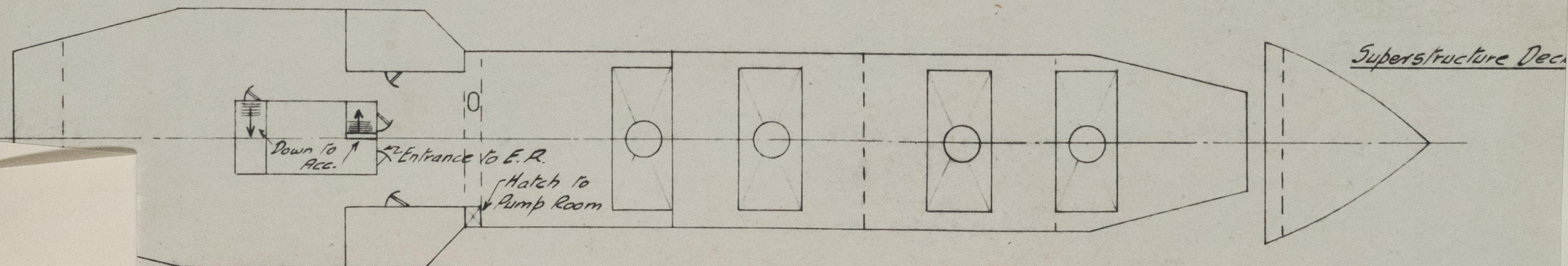
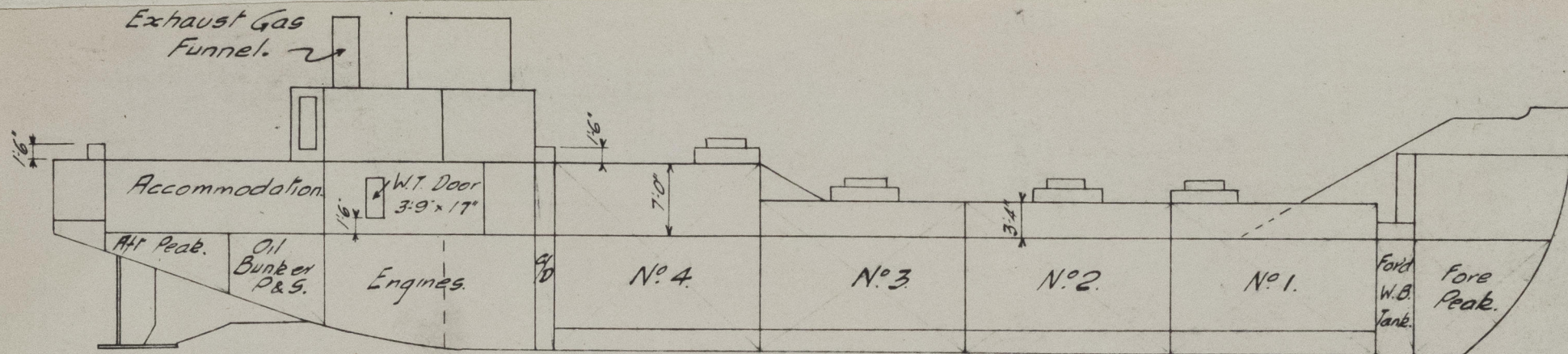
Give particulars of freeing port area, etc., on superstructure decks

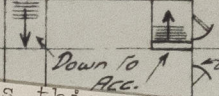


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As this vessel is less than 250'-0" in length
the Freeboard Report has not been compared with the
approved plans.

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15 MAY 950

0095 1/2

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	UPPER DECK + TRUNK TOP				POOP DECK + TRUNK TOP			
	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.	PUMP 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 steel deck 1'-10" ABOVE UPPER Dk. 1'-6" COAMING.	1'-10" ABOVE UPPER Dk. 1'-6" COAMING.	5'-8" ABOVE UPPER Dk. 10" COAMING.	8'-6" ABOVE UPPER Dk. 1'-6" COAMING.	8'-6" ABOVE UPPER Dk. 1'-6" COAMING.	8'-6" ABOVE UPPER Dk. 10" COAMING.	8'-6" ABOVE UPPER Dk. 18" COAMING.	1'-6"
	Thickness { sides ends	5/16" 5/16"	3/4"	5/16" 5/16"	5/16" 5/16"	3/4"	5/16" 5/16"	5/16" 5/16"
	Stiffeners	6 x 3 x 5/16" O.A.	6 x 3 x 5/16" O.A.	6 x 3 x 5/16" O.A.	6 x 3 x 5/16" O.A.			
	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							
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	WOOD	STEEL	STEEL	STEEL	WOOD
	Thickness	2 5/8"	1/4" WITH 1/2" 5/16" STEEL STIFFERS	2 5/8"	1/4" WITH 1/2" 5/16" STEEL STIFFERS	3/8"	5/16"	2 5/8"
	How Fitted	F & A	AT 2'-6" CENTRES	F & A	AT 2'-6" CENTRES			F & A
	Bearing Surface							2"
Spacing of Cleats	24"	COVER SECURED BY	COVER SECURED BY	24"	COVER SECURED BY	COVER SECURED BY	SECURED BY	2 EACH SIDE
Number of Tarpaulins	2	BOLTS AT 12" C/S.	8 DOGS.	2	BOLTS AT 12" C/S.	8 DOGS.	PADLOCK.	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)

Poop Deck

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

0095 1/2

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

Port. 1-2" G.M. screw down straight thro" type discharge valve with spindle to upper deck.
Star. 2-2" " " " " " " " " valves " spindles - " "
1-4" " " " " " " " " valve " spindle - " "

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)

3"x3"x.30" Angle stanchions with three solid rails fitted on poop and upper decks and on aft end of forecastle deck. Rails 1/8" dia. spaced 15" apart.

Gangways and Lifelines

Collapsible stanchions and 1 1/2" G.F.S.W.R. fitted around cargo hatches.
1 1/2" G.F.S.W.R. lifeline fitted from bridge front to midship gun pedestal and from midship gun pedestal to forecastle front.

Gangway, Cargo and Coaling Ports in sides of ship

None.



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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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