

Great Lakes Freeboard

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD - STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

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35810

New York Office Index No.
Port of Survey... Rochester, N.Y.
Date of Survey... 18th July 1938
Name of Surveyor... R.G. Kennedy

Ship's Name. *Dolomite*
Port of Registry and Nationality. *Rochester U.S.A.*
Official Number. *237713*
Gross Tonnage. *2189*
Date of Build. *1938*
Particulars of Classification. *Contemplated*
S.S. *Dolomite*
M.S. *Dolomite*
Number in Register Book.
Owner. *Dolomite M. Corp.*
Builder. *Dolomite Marine Corp.*
Hull No. *3*
Moulded dimensions *29.57' x 43.33' x 21.00'* (85% = *17.85'*)
Moulded displacement at a moulded draught of 85 per cent. of moulded depth *57.93 Tons*
Coefficient of fineness for use with tables. *904* (Rule limit *7.2 = 86*)

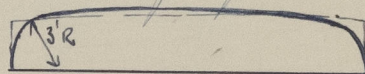
DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
(X) Moulded depth (equivalent) in accordance with Rule 35 Section A of Regulation	<i>20.48</i>	(a) When D is greater than $\frac{L}{15}$	$(D - \frac{L}{15}) \times R = (20.48 - 19.39) \times 2.236 = 2.44$	Standard	$\frac{\times 12}{50} = \dots$
		(b) When D is less than $\frac{L}{15}$ (if allowed)		Ship ...	$\dots = 3''$
				Difference ...	\dots
				Restricted to ...	\dots
Stringer plate				Allowance =	$\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) =$
Sheathing in wells					
$T(\frac{L-S}{L}) =$					
Depth $D =$	<i>20.48</i>	If restricted by height of superstructures			

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S ₁ (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed	<i>54.83</i>	<i>54.83</i>	<i>2.87</i>	<i>2.87/4.55</i>	<i>34.65</i>
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunks forward					
" aft					
Tonnage opening					
Total =	<i>54.83</i>	<i>54.83</i>			<i>34.60</i>

Length of ship (L) = *290.57*
% Covered... = *18.88*
Corresponding %, corrected for absence of forecastle if required A = *8.34%*
Allowance ... = *34.7%*
B = *Tanker*
Correction for Bridge less than 2 L if required = *-2.89*

(X) Calculation for equivalent depth



Actual midship area above 18' WL.
 $= \{ (B-6') \times 3 + \frac{\pi \times 3^2}{2} + \frac{3}{12} \times \frac{2}{3} (B-6') \}$
 $= 112 + 14.13 + 6.22 = 132.35$

Area under normal camber = $\frac{2}{3} \times \frac{10.4}{12} \times 43.33 = 25.04$

Remaining area = $132.35 - 25.04 = 107.31$

Equivalent moulded depth = $18' + \frac{107.31}{43.33} = 20.48'$

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1		<i>39.06</i>		1	
2				4	
3				2	
4				4	
5				2	
6				4	
F.P. 7		<i>78.12</i>		1	

If excess sheer forward and deficient sheer aft:—

Actual sheer aft / Standard sheer aft = *Deficient*

Actual sheer forward / Standard sheer forward = *Deficient*

Length of enclosed superstructure

Forward of amidships = *Nil*
Aft of amidships = *Nil*

Mean effective sheer ... = *19.53*
Standard sheer .05 L + 5 = *75.0944*
Difference (Df) ... = *19.53*
Allowance = $Df \times (\frac{.75 - \frac{S}{L}}{2}) = 19.53 \times .6556 = 12.80$
If limited on account of amidship superstructure ... = *Nil*
If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... = *Nil*

DRAFTS.

Moulded Depth D = *21'-0"*
Stringer Plate = (or Wood Deck) *21'-0"*
Freeboard *4'-9 3/4"*
Moulded draught *16'-2 1/4"*
Addition for keel below base line *3/4"*
Extreme draught *16'-3"*

F. W. ALLOWANCE

Displacement =
Tons per inch =
40 X =

TABULAR FREEBOARD

(corrected for flush deck if required) = *34.61*
Corrected for Coefficient $\frac{.86 + .68}{1.36} = \frac{1.54}{1.36} = 1.13$ = *39.20*
Correction for Depth ...
" Superstructures ...
" Sheer ...
" Camber ...
" Thickness of deck ...
" Scantlings, etc. (actual depth) ...
Summer Freeboard = *57.79*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, upper Deck:—

Tropical Fresh Water Line (above center of Disc) ✓
Fresh Water Line " " ✓
Tropical Line *below* " " *4"* ✓
Winter Line (below " ") *8"* ✓
Winter North Atlantic Line " " " ✓

Tropical Fresh Water Freeboard ...
Fresh Water " ...
Tropical " ...
Winter " ...
Winter North Atlantic " ...

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Is the poop or raised quarter deck connected with the bridge? Yes
 Has the ~~poop or~~ raised quarter deck an efficient steel bulkhead at the fore end? None
 Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) No bridge
 Has the bridge an efficient steel bulkhead at the fore end? ✓
 Give particulars of the means of closing the openings in this bulkhead ✓
 Has the bridge an efficient steel bulkhead at the after end? ✓
 Give particulars of the means of closing the openings in this bulkhead No forecastle
 Has the forecastle an efficient steel bulkhead at the after end? ✓
 Give particulars of the means of closing the openings in this bulkhead ✓
 Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? yes, R.Q.D.
 If the openings are not so protected, are the exposed parts of the casing efficiently constructed? ✓
 Give thickness of plating, scantlings and spacing of stiffeners ✓
 Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? yes

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	3/8			
Scantlings of stiffeners				
Spacing of stiffeners, and if bracketed				
Height of sills of openings above deck				

Position and Size.		1 Hatch to Forehold 10 Hatches to main tanks		7'6" x 10'0" 10 Hatches to wing tanks 30" dia							
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING: Height above top of DECK	6'	as	6"	as	Also sundry						
Thickness {	Sides.....	1/2"	approved	1/2"	approved	Small Hatches					
	Ends.....	1/2"		"		to Long Peak					
SHIFTING BEAMS OR WEB PLATES.	Number.....					Cofferdams +					
	Section and Scantlings.....	None		None		pump rooms					
	Material.....					24" - 36" dia.					
* FORE AND AFTERS.	Number.....					6" coaming	3/8" - 1/2" thick				
	Section and Scantlings.....	None		None		plate covers	3/8" thick				
	Material.....										
HATCHES Thickness	5/16 Plate	as	Plate 3/8"	as	All as approved						
Remarks	5 x 5 x 5/16 keelson each stiffener space 20"	approved		approved							

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes

Are hatchway coamings stiffened in accordance with Rule 9? Yes

Length of bulwarks in wells—forward: _____ feet; aft: _____ feet. Open rails

Area of freeing ports required by regulations (Rules 30 and 100) forward: _____ sq. ft.; aft: _____ sq. ft.

No. Ft. \times Ft.

Particulars of freeing ports fitted
on each side of vessel

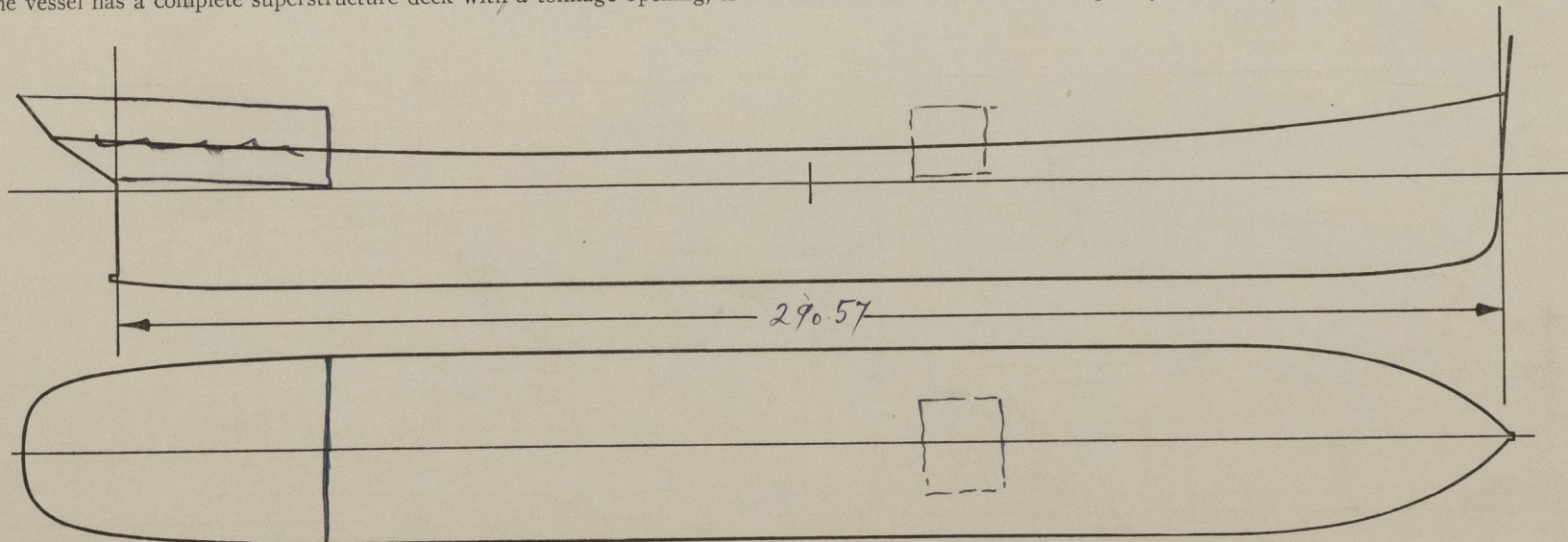
forward well	<u>✓</u>	= _____ sq. ft.
aft well	<u>✓</u>	= _____ sq. ft.

Are Rules 23 and 24 complied with as far as practicable? Yes

Are air pipes to tanks in accordance with Rule 25? Yes

Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

In oil tankers, what is the extent of the fore and aft gangway? None Crew life * Are the crew berthed in the forecastle? (Rule 96). Yes
Is the gangway strong and efficiently braced fore and aft? Yes State spacing of supports 12 feet.
In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100). Open rails
Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes
While vessel is engaged on the Lake, a temporary pilot house is fitted amidships, with lifelines from R.G.D. to Pilot house.
Before the vessel operates on the coast a forecastle and permanent pilot house on R.G.D. must be fitted.
If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers? Yes



Sister vessels: none

Fee: \$50.00 Expenses (if any) ✓

Surveyor to Lloyd's Register of Shipping.