

Form LL. 4.C. Revised

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, ^{S.M.} SAILED: "CHANT 50" ^{now} "Tank I"

Nationality **BRITISH** Builders' Name and No. of Ship **GOOLE S.B. & REPAIR CO**
 Port of Registry **GOOLE** **GOOLE NO 435**
 Official Number **180113** Owners **MINISTRY OF WAR TRANSPORT**
 Gross Tonnage **433.27** MGRS. **F.T. EVERARD & SONS LTD LONDON.**
 Date of Build **5/1944** Port and Date of survey **GOOLE DURING CONSTRUCTION**
 Particulars of Classification **B.S.* {BULK OIL CARRIER COASTING SERVICE}** Name of Surveyor **E. HENDERSON.**
 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)

TROPICAL FRESH WATER LINE above centre of disc	2 1/2	Corresponding Freeboard	1'-0"
FRESH WATER LINE " " "	2 1/2	" "	0'-9 1/2"
TROPICAL LINE " " "	0	" "	0'-9 1/2"
WINTER LINE below " "	2 1/2	" "	1'-0"
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.

FRESH WATER " " " "	Corresponding Freeboard
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

7th June 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 741 Tons @ 9'-4 3/16
 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

Moulded depth 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 $\left(\frac{L-S}{L}\right)$ -

Ships Round of Beam 0.000 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 4/130 1.631

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{S_1}{L}\right) = 1.62 \times .2262$

If restricted by superstructures 1.769 ON

.3665 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	15'-8 1/16	1'-10"	8'-0"	15.63	-	14.82
Trunk Aft	21'-9"		7'-0"		$\times \frac{18}{27}$	14.50
" Forward	41'-2"		3'-4"		$\frac{18 \times 3.33}{27 \times 6}$	15.25
Foremast Opening Aft	18'-10"		3'-4"		$\frac{14.71 \times 3.33}{27 \times 6}$	5.70
" " Forward						
Totals				56.89		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 (see Timber ships) =

Deduction = 20.1 x .5472 = 11.54 OFF

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft
A.P.				1		" Standard " "
1/3 L from A.P.				4		Mean Actual sheer forward
1/3 L from A.P.				2		" Standard " "
Amidships				4		Length of enclosed superstructure forward of amidships
1/3 L from F.P.				2		Length of Ship
1/3 L " "				4		Length of enclosed superstructure aft of amidships
F.P.				1		Length of Ship
				18		

$\frac{S_1}{L} = 77.38\%$

Mean Actual sheer aft = LESS THAN 1

Mean Actual sheer forward = LESS THAN 1

Length of enclosed superstructure forward of amidships

Length of Ship

Length of enclosed superstructure aft of amidships

Length of Ship

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 12.05 \times .5483$

= 6.608 ON

Effective Mean Sheer = 0.00

Standard " " .05L + 5 = 12.05

If limited on account of midship superstructure =

Difference

12.05

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

TABULAR FREEBOARD corrected for flush deck if required = 14'33

Correction for co-efficient = 1393/136

= 14'68 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
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) -4.5 ins.

Deduction for Tropical Timber Freeboard $\frac{d}{4} = 1$ ins.

Addition for Winter " " $\frac{d}{3} = 1$ ins.

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

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIPS NAME "Giant 50"

OFFICIAL NUMBER 180113.

Nationality and Port of Registry BRITISH, GOOLE.

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 1/4	5" x 5/16	2'-3"	Riveted	2 @ 10" Dia.	7	7'-0"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead		5/16	3 x 3" x 1/4	2'-0" - 2'-6"	"	2'-4"-11" x 1'-10"	1'-3"	8'-0"
Trunk, Aft	5/16	1/4	4" x 3" x 5/16	1'-8" - 1'-10"	"	-	-	7'-0"
" Forward		5/16	4" x 3" x 5/16	1'-8"	"	-	-	5'-4"
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 }	5/16	1/4	4" x 3" x 5/16	1'-9"	BRACKETS RIVETED TOP & BOTTOM.	-	-	8'-3" - 8'-5"
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	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	

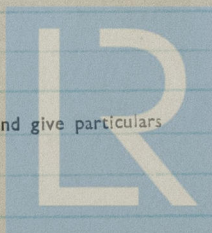
PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	See sketch				
Forward Well					

State fore and aft position and height above } After Well
deck to bottom of port, for each port }
Forward Well

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

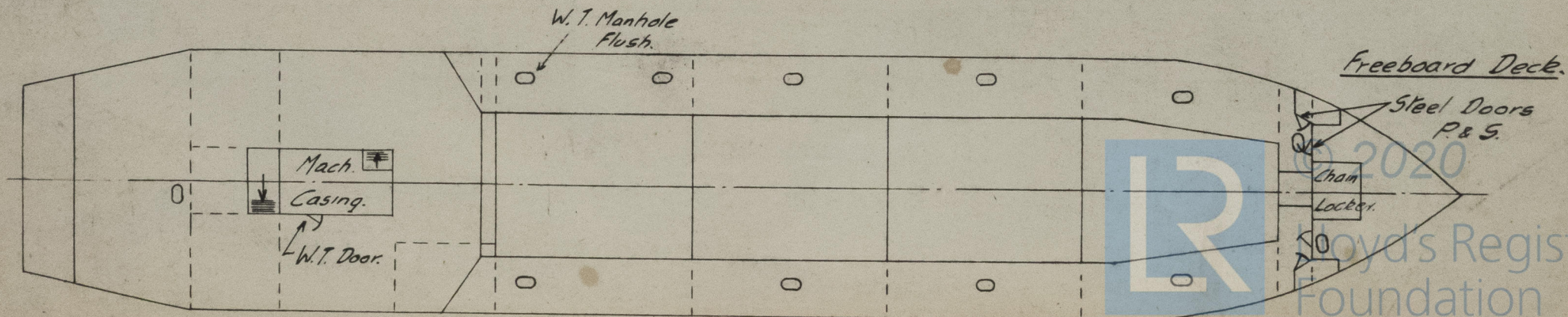
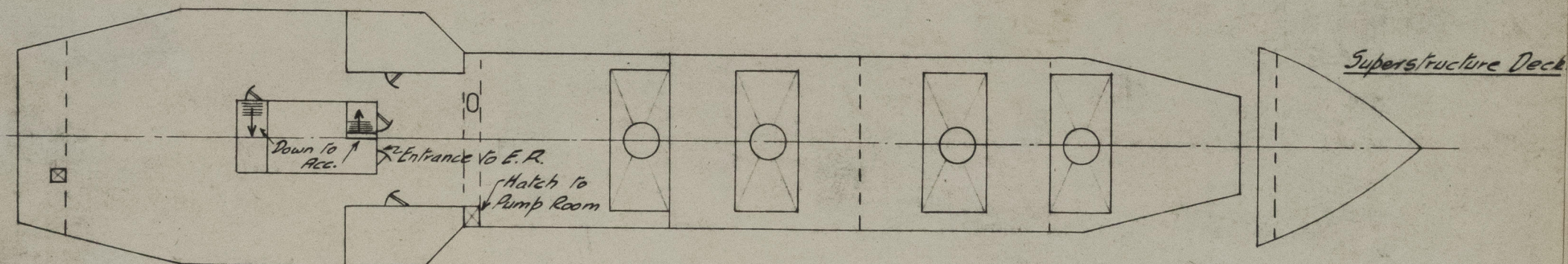
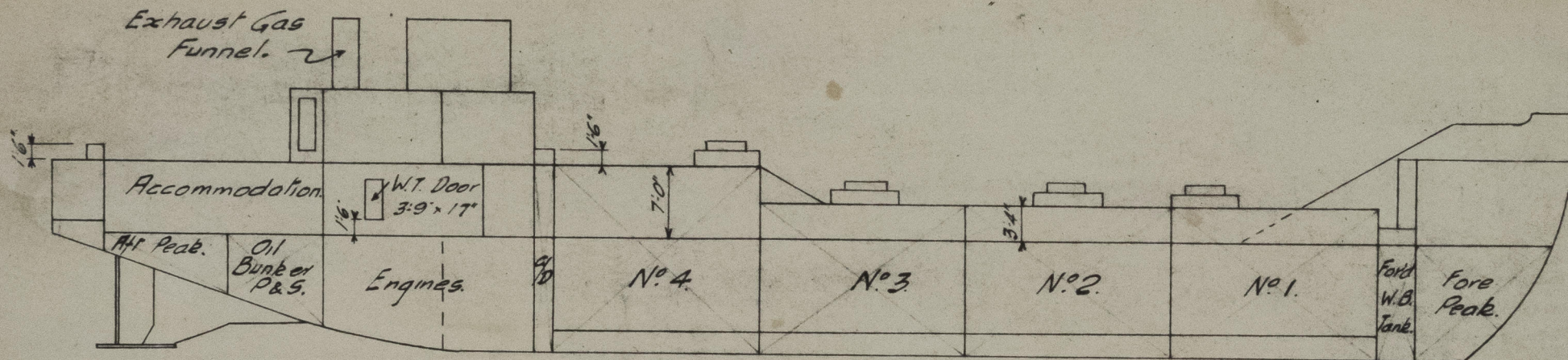
Give particulars of freeing port area, etc., on superstructure decks



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	UPPER		DECK	POOP		DECK	PUMP ROOM HATCH	HATCH TO AFT STORE
	CARGO HATCH No. 1, 2, 3	OIL TIGHT HATCHES No. 1, 2, 3	SMALL O.T. HATCHES No. 1, 2, 3	CARGO HATCH No. 4	OIL TIGHT HATCH No. 4	SMALL O.T. HATCH No. 4		
Dimensions of Hatchway	15'-0" x 6'-7 3/4" 4'-10" ABOVE UPPER DECK	15'-0" x 6'-7 3/4" 4'-10" ABOVE UPPER DECK	4'-0" DIA. 5'-8" ABOVE UPPER DECK	15'-0" x 6'-7 3/4" 8'-6" ABOVE UPPER DECK	15'-0" x 6'-7 3/4" 8'-6" ABOVE UPPER DECK	4'-0" DIA. 10" COAMING 9'-4" ABOVE UPPER DECK	2'-3 1/2" x 1'-9 1/2" 8'-6" ABOVE UPPER DECK	2'-0" x 1'-10" 1'-6"
COAMINGS								
Height above { steel { deck { wood {	1'-6"	1'-6"	2'-4"	1'-6"	1'-6"	3'-4"	5'-6"	5'-6"
Thickness { sides { ends	5/16"	5/16"	3/4"	5/16"	5/16"	3/4"	5/16"	5/16"
Stiffeners	6 x 3 x 5/16	6 x 3 x 5/16		6 x 3 x 5/16	6 x 3 x 5/16			
Brackets or Stays	4 x 3 x 5/16	4 x 3 x 5/16		4 x 3 x 5/16	4 x 3 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	STEEL	WOOD
Thickness	2 5/8"	1/4" WITH 4" x 5/16" STIFFENERS	3/8"	2 5/8"	1/4" WITH 4" x 5/16" STIFFENERS	3/8"	5/16"	2 5/8"
How Fitted	F + A	AT 2'-6" CRS.	WITH HEMP PACKING	F + A	AT 2'-6" CRS.	WITH HEMP PACKING	WITH HEMP PACKING	F + A
Bearing Surface		WITH HEMP PACKING		3"	WITH HEMP LASHING		PACKING	2"
Spacing of Cleats	24"	COVER SECURED BY	COVER SECURED BY	24"	COVER SECURED BY	COVER SECURED BY	COVER SECURED	2 EACH SIDE
Number of Tarpaulins	2	BOLTS AT 12" CRS. 8 BUTTERFLY BOLTS.		2	BOLTED 12" CRS. 8 BUTTERFLY BOLTS.	BY 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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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)

- 1 Cowl vent P+S. 10" Dia. 2'-0" coaming welded to casing top 8'-5" above deck.
 1 G.N. " " 4" " 1'-0" above casing. " " " " 8'-5" " "
 2 Hinged steel skylight flaps P+S. 2'-3" x 2'-0" no bullseyes on casing top. 7'-6" " "
 1-3' x 1' dual light proof vent 8" coam. welded to casing top 8'-5" " poop deck.
 1-2' dia. G.N. vent 3" coaming. " " " side 7'-3" " " "

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)

Entrance to officers' accom. 18" steel coam. doors. Operated both sides.
 " " crew's " 18" " " " " "
 " " E. Room " 18" " " " " "

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.

- 1-3" Cowl vent Star. 3'-0" coaming welded to deck. - To pump room.
 4-6" " " Port 3'-0" " " " - To accommodation & galley.
 3-6" " " Star. 3'-0" " " " - " " & saloon.
 5'-5" G.N. " Port. 3'-0" " " " - " pantry, crew's space, D.E.M.S. & after store.
 4-5" " " Star. 3'-0" " " " - " washplaces, W.C. & after store.
 1-3" " " on L. 3'-0" " " " - " D.E.M.S.
 2-5" M. " Port 3'-0" " " " - " Crew's space & D.E.M.S.
 3-5" " " Star 3'-0" " " " - " Accom & W.C.

UPPER DECK.

- 1-3" vent Star. 3'-0" welded to deck. - Pump room fitted with gauge.
 4'-3" M.V. " P+S. 1'-0" " " " " " " Cargo tanks when general cargo carried.

All G.N. & cowl vents fitted with wood plugs & 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. air pipe on L. 2'-0" above forecastle deck welded to deck. To fore peak.
 1-3" " " " P+S. 2'-3" " upper " " " fitted with gauge. To fwd. cofferdam.
 1-5" " " " " 3'-4" " " " " " " To Nos. 1, 2, 3, 4, ballast tanks
 1-5" " " " P. 1'-2" " poop " " " " " aft cofferdam.
 1-3" " " " S. 1'-6" " " " " " " after peak.
 1-5" " " " P. 2'-3" " upper " " " " " after cofferdam.



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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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