

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: *OAKLEY* ex *"Empire Coniferstone"* WITH TIMBER DECK CARGO
WITHOUT

Nationality *BRITISH* Builders' Name and No. of Ship *Schiffbau Gesellschaft*
 Port of Registry *LONDON* *Münterweiser*
 Official Number *180665* Owners *ITHACA SHIPPING CO*
 Gross Tonnage *987* *Comomile St. Landau F.C.B.*
 Date of Build *1921* Port and Date of survey *SOUTH SHIELDS*
 Name of Surveyor *Alan Linnell*
 Particulars of Classification *BS ()* Names of Sister Ships

Type of Superstructures *FLUE - BRIDGE & POOP*

Trade of Ship

Service Endorsement if any *and only so long as the ship is engaged between the United Kingdom & Continental ports.*

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)				
TROPICAL FRESH WATER LINE	above centre of disc	NOT ASSIGNED	Corresponding Freeboard	<i>1'-3 1/4"</i>
FRESH WATER LINE	" " "	<i>3/2"</i>	" "	<i>11 3/4"</i>
TROPICAL LINE	" " "	NOT ASSIGNED	" "	
WINTER LINE	below " "	<i>3/2"</i>	" "	<i>1'-6 3/4"</i>
WINTER NORTH ATLANTIC LINE	" " "	NOT ASSIGNED	" "	

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line				
TROPICAL FRESH WATER	Timber line above L.S.		Corresponding Freeboard	
FRESH WATER	" " " "		" "	
TROPICAL	" " " "		" "	
WINTER	" " below "		" "	
WINTER NORTH ATLANTIC	" " " "		" "	

Number of years recommended for load line certificate *5 YEARS*

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



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Lloyd's Register
Secretary
Foundation

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COMPUTATION OF FREEBOARD

15.584
7.33
22814

Length on summer load line 216'-3" Moulded Breadth 34'-6 1/2" Moulded Depth 15'-7" Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .825$ (ASSUMED)

Displacement and tons per inch immersion in salt water at summer load line

Moulded depth 15.58 Deduction for Fresh Water $\frac{\Delta}{40T} = 3 1/2$ inches

Stringer Plate .03 Round of Beam Correction

Sheathing on exposed deck T $(\frac{L-S}{L})$ - Ships Round of Beam 9 inches

Rise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50} = 8.29$

Depth for Freeboard (D) 15.61 Difference -71

Table Depth Restricted to

Depth Correction $(15.61 - 14.42) \times 1.663 = +1.98$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = \frac{-71}{4} \times .3215 = -.06$

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck	58.66		3.92	58.66		58.66
Bridge	62.80	F	7.33	65.16		62.80
		A	Q.M.F. .29	Q.M.F. .58		
Forecastle	25.00		7.50	25.00		25.00
Trunk Aft						
Trunk Forward						
Tonnage Opening Aft						
Tonnage Opening Forward						
Totals	146.75			149.40		146.75

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	30"	31.62	30"	1	30
1/2 L from A.P.	12 1/2"	14.075	12.5"	4	50
1/3 L from A.P.	2"	3.48	2"	2	4
Amidships	-	-	-	4	-
1/3 L from F.P.	10"	6.96	10"	2	20
1/2 L "	36"	28.15	36"	4	144
F.P.	80"	63.28	80"	1	80
				18	328

Effective Mean Sheer = 18.1
Standard " " .05L + 5 = 15.8
Difference = 2.3

Mean Actual sheer aft = 7.75
Mean Actual sheer forward = EXCESS

Length of enclosed superstructure forward of amidships = .0726
Length of enclosed superstructure aft of amidships = .5

Sheer Correction = Difference X $(.75 - \frac{S}{2L}) = 2.3(75 - .3454) = -.97$
If limited on account of midship superstructure $\frac{.97 \times 17.26}{20} = .84$
to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 25.92
Correction for co-efficient = $\frac{.825 \times .68}{1.36} = \frac{1.665}{1.36} = 30.59$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailor, Tanker, Steamer	Timber
Depth correction	1.98			
Deduction for superstructures		10.40		
Sheer correction		.84		
Round of Beam correction		.06		
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.				
	1.98	17.30		

Summer Freeboard in inches = 15.27
Additional allowance for superstructures on Timber carrying ships =
Summer Timber Freeboard in inches =

Deduction for Tropical and addition for Winter freeboard $d/4 = 3 1/2$ ins.
Addition for Winter North Atlantic (if required) = ins.
Deduction for Tropical Timber Freeboard $d/4 =$ ins.
Addition for Winter " " $\frac{d1}{3} =$ ins.
" " N.A. Timber Freeboard (if required) = ins.

Form LL. 4.D.

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

SHIP'S NAME "Oakley"
Nationality and Port of Registry British London.
OFFICIAL NUMBER 180665

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	-	.22"	3x22" EW	26"	NIL	OPEN		7'-0"
R.Q.D. "								
Bridge Aft Bulkhead	-	.30	5x2 1/2x320A	30"	BRACKETS	4 1/2" x 24" HIGH	14"	7'-4"
" Forward "	.38	.37	7'x3'x45BA	30"	TOP & BOTTOM BRACKETS	4'-2" x 36 1/2"	22"	7'-4"
Forecastle Bulkhead	.32	.27			TOP & BOTTOM	4'-6" x 28"	18"	7'-6"
Trunk, Aft	-	-	-	-	-	-	-	-
" Forward	-	-	-	-	-	-	-	-
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	.40"	.36"	2 5/8" x 2 7/8" x 26	23"	PART BRKS AT TOP	5'-0" x 29"	18"	7'-3"
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	.38	.32	3'x2 1/2'x30	22 1/2"	RIVETED TO BRKS AT TOP	NONE		
Deckhouses on flush deck ships								

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

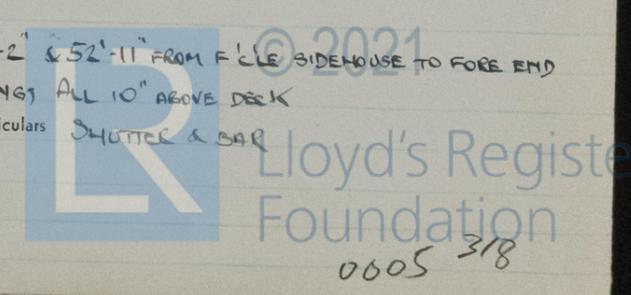
Poop Bulkhead Steel door (Yes)
R.Q.D. " INTACT
Bridge Aft Bulkhead BOLTED PLATES. BOLTS SPACED 4", TAPPED THRU' BHD
" Forward " PORTABLE PLATES WITH HOOK BOLTS
Forecastle Bulkhead HINGED STEEL DOOR - OPERATED BOTH SIDES
Exposed Machinery Casings on Freeboard or R.Q. Decks HINGED STEEL DOORS - OPERATING EITHER SIDE
Exposed Machinery Casings on superstructure decks NO OPENING
Machinery Casings within Superstructures 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 R.Q.D.K	45'-0"	3.92'	3 AT 2.50' x 1.56'	11.7 sq ft	11 sq ft
Forward Well	64'-0"	4.00'	3 AT 2.50' x 1.56'	11.7 sq ft	13 sq ft

State fore and aft position and height above deck to bottom of port, for each port
After Well 7'-4" & 20'-0" FROM BRIDGE END TO FORE END OF OPENINGS
Forward Well 7'-3", 28'-2" & 52'-11" FROM F'LE SIDEHOUSE TO FORE END OF OPENINGS ALL 10" ABOVE DECK
State whether freeing ports are fitted with shutters, bars or rails, and give particulars SHUTTER & BAR

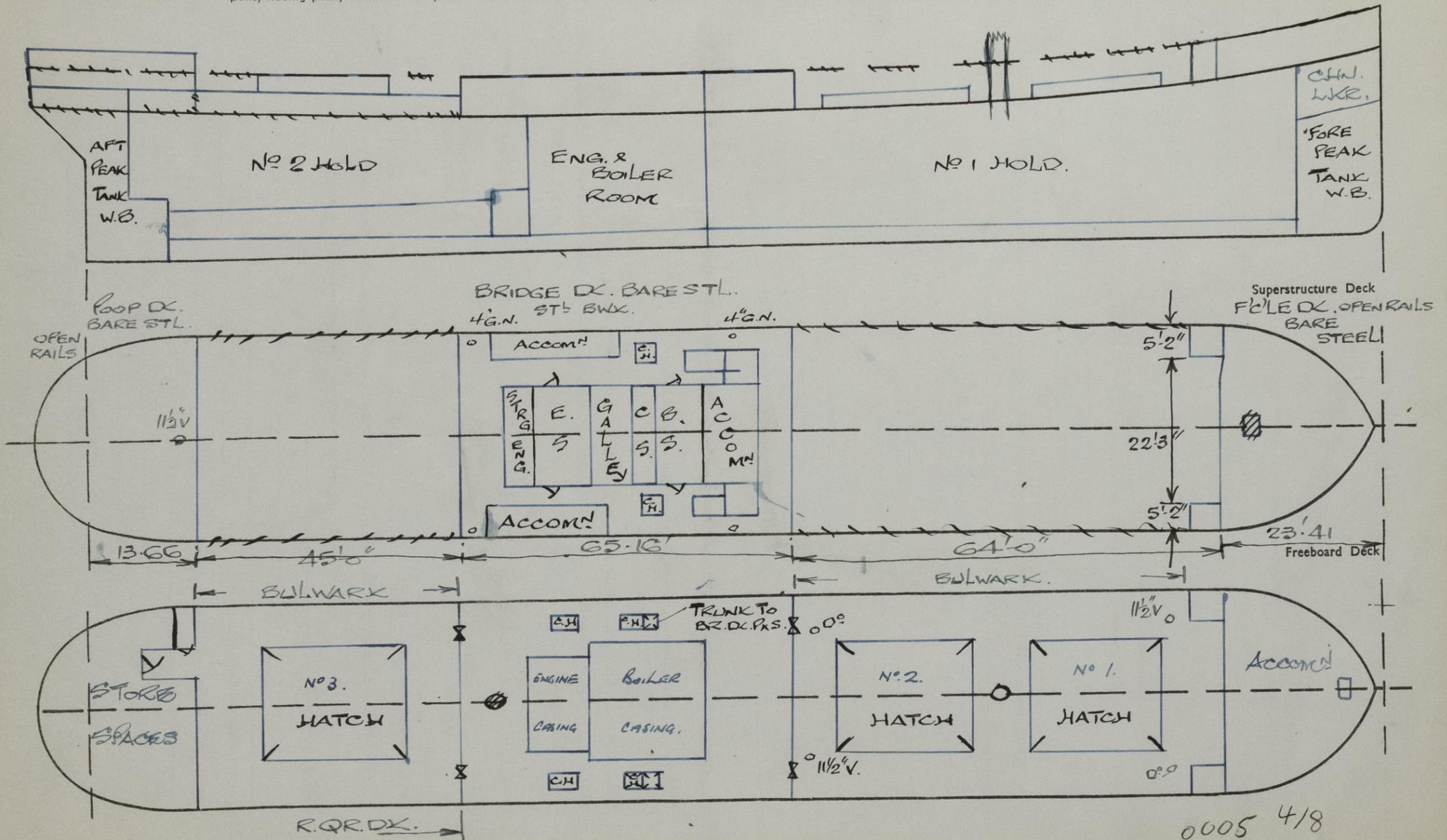
Give particulars of freeing port area, etc., on superstructure decks



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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.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	FBD DECK	FBD DK	R.Q. DK	BRIDGE COAL HATCHES	CASING TOP COAL HATCH	FBD DECK FORE PEAK	COAL HATCH	COAL HATCH
	No 1	No 2	No 3					
Dimensions of Hatchway	20'-7" x 14'-6"	24'-3" x 14'-6"	24'-3" x 14'-6"	31'-9" x 31'	2'-9" x 11'-5"	1'-6" x 8"	3'-9" x 31'	3'-6" x 26"
COAMINGS	Height above steel deck	33	33	33	18"	22 1/2"	6"	4' x 3' x 34"
	Thickness sides	45	45	45	32	28"	4' x 3' x 34"	4' x 3' x 34"
	Thickness ends	38	38	38				
Stiffeners	5" x 2 1/2" BA AT SIDES	5" x 2 1/2" BA AT SIDES	5" x 2 1/2" BA AT SIDES					
Brackets or Stays	6" B.P. 6'-10" APART	6" B.P. 8'-1" APART	6" B.P. 8'-1" APART					
HATCH BEAMS	Number	2	2	2				
	Spacing	6'-10"	8'-1"	8'-1"				
	Scantling and Sketch	3 1/2" x 40	3 1/2" x 40	3 1/2" x 40				
Bearing Surface and thickness of carriers or sockets	3"	3"	3"					
FORE AND AFTERS	Number	3	3	3				
	Spacing	3'-8"	3'-8"	3'-8"				
	Unsupported lengths	6'-3 1/2"	7'-6 1/2"	7'-6 1/2"				
Scantling and Sketch	CENTRE 7 1/2" x 7 1/2" WOOD SIDE 7" x 3 1/2" x 42 BA WITH 2 1/2" x 2 1/2" x 38 MTS ANGLES AT TOP							
Bearing Surface and thickness of carriers or sockets	3	3	3					
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	2 1/2"	2 1/2"	2 1/2"	2"	2 1/4"	3"	2 1/4"
	How Fitted	T	T	T	T	F&A	T	T
	Bearing Surface	2"	2"	2"	2"	1 3/4"	1 3/4"	2 1/2"
	Spacing of Cleats	24" - 4"	24" - 4"	24" - 4"	24"	24"	BATTENING ARRANGEMENTS	27"
Number of Tarpaulins	2	2	2	2	2		1	1
Are tarpaulins in good condition and in accordance with rule requirements?	ALL RENEWED				Are wood fore and afters steel shod at all bearing surfaces?			
Are lashings provided in accordance with rule requirements?	LOCKING BARS				Are battens and wedges efficient and in good condition?			

Give full particulars of the following:—

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casings tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

FIDDLEY OPENINGS FITTED WITH HINGED STEEL COVERS
E.R. SKYLIGHT IS STEEL WITH GLASS LIGHTS
FUNNEL COAMINGS & VENTS ARE EFFICIENT

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

IN BRIDGE BETWEEN DECK SPACE (P.S.) CAST IRON COVER
WITH BOYNET JOINT

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)

F'LE DECK - STEEL COMPANION WITH HINGED STEEL DOOR OPERATING LEATHER
SIDE OPENING 4'-5" x 18 1/2" SILL 12 1/2"

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)

F'LE DK 2 AT 6" DIA COAMING 30" x 20"
FBD DK 4 " 1 1/2" " 36" x 34"
BRIDGE DK 4 G.N. 4" 8 TO MOUTH
R.Q. DECK 2 AT 1 1/2" COAMING 30" x 34"
POOP " 1 " " " " "

CLOSING APP. WOOD PLUGS & CANVAS COVERS

ADDITIONAL ON F'LE 2-6" DIA COAMING 30" x 30" WOOD PLUGS & CANVAS COVERS
2-6" " 16" WITH FRENCH TYPE HEAD

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

F'LE DECK 1 AT 1 1/2" x 127" TO MOUTH 2 AT 1 1/2" x 6" TO MOUTH
FBD " 2 " 1 1/2" x 36" " "
BRIDGE " 2 " 1 1/2" x 32" " "
POOP " 1 " 1 1/2" x 18" " "

CLOSING APP. WOOD PLUGS

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

STORM VALVES FITTED

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

HINGED DEADLIGHTS FITTED

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

NONE BELOW FBD. DECK

Guard Rails on freeboard and superstructure decks (state type and where fitted)

F'LE DK 2 TIER RAILS 3'-2" HIGH STANCHIONS 8 FT 4'-3" APART
FBD " BULWARKS 4'-0" " " 6 1/4" BP SPACED 5'-7" RAIL 6x3 —
BRIDGE " " 3'-7" " " 5" " " 5'-7" " 5x3 *
R.Q. " " 3'-11" " " 6 1/4" " " 5'-7" " 6"x3"
POOP " 2 TIER RAILS 5'-4" " " 8 FT 4'-8" APART

* ADEQUATE FREEING
PORT AREA

Gangways and Lifelines

LIFELINE OVER HATCHES ON FBD. DECK WITH GANGWAY BETWEEN HATCHES

Gangway, Cargo and Coaling Ports in sides of ship

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures 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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