

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

 Index No. **29065**  
 (For London Office only.)  
 No. **25376**

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
 having *Poop, bridge, fore-castle and trunk*

V/S 5001/11 SS LMC (Type of Superstructures.)

Ship's Name <b>S.S. OLEFIELD</b> <b>CASTILLO ALMENARA</b>	Nationality and Port of Registry <i>British</i> <i>Rosendale</i>	Official Number <b>145629</b>	Gross Tonnage <b>5307</b>	Date of Build <b>6/1923</b>
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Moulded Dimensions: Length **365'0"** Breadth **51'0"** Depth **30'9"**  
 Moulded displacement at moulded draught = 85 per cent. of moulded depth **10830** tons  
 Coefficient of fineness for use with Tables **.479**

Port of Survey *Rosendale*Date of Survey *16-22/3 - 1937*Name of Surveyor *J. V. Herwerden*Particulars of Classification **+100 A1***Carrying petroleum in bulk.*  
*Fitted for Oil Fuel*

Depth for Freeboard (D)				
Moulded depth	...	...	...	<b>30'9"</b>
Stringer plate	...	...	...	<b>.05"</b>
Sheathing on exposed deck	$T \left( \frac{L-S}{L} \right) =$			
Depth for Freeboard (D) =	<b>30.80</b>			

Depth correction	
(a) Where D is greater than Table depth (D - Table depth) R =	<b>(30.80 - 24.32) 2.806 = +18.18"</b>
(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	<b>✓</b>
If restricted by superstructures	<b>✓</b>

Round of Beam correction	
Moulded Breadth (B)	<b>51.0'</b>
Standard Round of Beam = $\frac{B \times 12}{50}$	<b>12.24"</b>
Ship's Round of Beam	<b>12.2"</b>
Difference	<b>.04"</b>
Restricted to	<b>✓</b>
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	<b><math>\frac{.26}{4} \times .2334 = -.02"</math></b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<b>92.75</b>	<b>92.75</b>	<b>8'6"</b>	<b>✓</b>	<b>92.75</b>
" overhang ...	<b>.75</b>				
R.Q.D. enclosed ...					
" overhang ...	<b>25'6" overhang</b>	<b>25.50</b>	<b>8'0"</b>	<b>✓</b>	<b>25.50</b>
Bridge enclosed ...	<b>25.50</b>				
" overhang aft ...	<b>7'4"</b>				
" overhang forward ...	<b>39'80</b>	<b>39.80</b>	<b>4'6"</b>	<b>✓</b>	<b>39.80</b>
F'cle enclosed ...	<b>39.80</b>				
" overhang ...	<b>136'75 x 30/51</b>	<b>80.44</b>	<b>6'0"</b>	<b>6.0/4.15</b>	<b>64.50</b>
Trunk aft ...	<b>40.5</b>	<b>41.17</b>	<b>6'0"</b>	<b>6.0/4.15</b>	<b>34.55</b>
Tonnage opening aft ...					
" forward ...					
Total ...	<b>158.05</b>	<b>279.66</b>			<b>260.10</b>

Standard Height of Superstructure	<b>7.15</b>
" " R.Q.D.	<b>✓</b>
Deduction for complete superstructure	<b>39.66</b>
Percentage covered $\frac{S}{L} =$	<b>43.33</b>
" " $\frac{S_1}{L} =$	<b>76.66</b>
" " $\frac{E}{L} =$	<b>71.30</b>
Percentage from Table, Line A, Tanker	<b>64.60</b>
(corrected for absence of fore-castle (if required))	<b>✓</b>
Percentage from Table, Line B. ✓	
(corrected for absence of fore-castle (if required))	<b>✓</b>
Interpolation for bridge less than 2L (if required)	<b>✓</b>
Deduction = $39.66 \times .646$	<b>= 25.62</b>

## SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product
A.P. ...	<b>46.48</b>	<b>1</b>	<b>46.48</b>	<b>48"</b>	<b>48.00</b>	<b>1</b>	<b>48.00</b>
$\frac{1}{2}$ L from A.P. ...	<b>20.68</b>	<b>4</b>	<b>82.72</b>	<b>20.54</b>	<b>20.54</b>	<b>4</b>	<b>82.16</b>
$\frac{3}{8}$ L " ...	<b>5.11</b>	<b>2</b>	<b>10.22</b>	<b>5.13</b>	<b>5.13</b>	<b>2</b>	<b>10.26</b>
Amidships ...	<b>-</b>	<b>4</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>-</b>
$\frac{3}{8}$ L from F.P. ...	<b>10.22</b>	<b>2</b>	<b>20.44</b>	<b>10.37</b>	<b>10.37</b>	<b>2</b>	<b>20.74</b>
$\frac{1}{2}$ L " ...	<b>41.36</b>	<b>4</b>	<b>165.44</b>	<b>41.48</b>	<b>41.48</b>	<b>4</b>	<b>165.92</b>
F.P. ...	<b>92.96</b>	<b>1</b>	<b>92.96</b>	<b>96"</b>	<b>96.00</b>	<b>1</b>	<b>96.00</b>
Total ...			<b>418.26</b>				<b>423.08</b>

 Mean actual sheer aft = *Excess*  
 Mean standard sheer aft = *Excess*

 Mean actual sheer forward = *Excess*  
 Mean standard sheer forward = *Excess*

 Length of enclosed superstructure forward of amidships = } *Tanker*  
 " " aft of " = }

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{4.82}{18} \left( .75 - \frac{2166}{2166} \right) = -.14"$$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓
 Deduction for Tropical Freeboard.  
 Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck =	<b>30.80</b>
Summer freeboard =	<b>4.25</b>
Moulded draught (d) =	<b>26.55</b>

 Deduction for Tropical freeboard and addition for  
 Winter freeboard =  $\frac{d}{4}$  inches =  $6.64 = 6\frac{3}{4}"$   
 Addition for Winter North Atlantic Freeboard (if required) =  $6.64 + 3.65 = 10.29 = 10\frac{1}{4}"$ 

Deduction for Fresh Water.

 Displacement in salt water at summer load water line  
 $\Delta = 11,065$  estimated  
 Tons per inch immersion at summer load water line  
 $T = 36.0$  estimated  
 Deduction =  $\frac{\Delta}{40T}$  inches  
 $= \frac{11,065}{40 \times 36} = 7.66 = 7\frac{1}{2}"$   
 $d/4 = 6\frac{3}{4}"$ 

TABULAR FREEBOARD corrected for Flush Deck (if required)

 Correction for coefficient  $\frac{.479 + .68}{1.36} = \frac{1.159}{1.36}$ 

Depth Correction	<b>18.18</b>
Deduction for superstructures	<b>25.62</b>
Sheer correction	<b>.14</b>
Round of Beam correction	<b>.02</b>
Correction for Thickness of Deck amidships	<b>-</b>
Other corrections, scantlings, etc.	<b>-</b>

**54.56**  
**58.53**
**18.18 25.48 - 7.59**  
 Summer Freeboard = **50.94.93**
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck: -

Tropical Fresh Water Line above Centre of Disc	<b>13'14"</b>
Fresh Water Line	<b>6'3 1/2"</b>
Tropical Line	<b>6'3 1/2"</b>
Winter Line below	<b>6'3 1/2"</b>
Winter North Atlantic Line	<b>10'1 1/4"</b>

Tropical Fresh Water Freeboard	<b>3'0 3/4"</b>
Fresh Water	<b>3'1 1/2"</b>
Tropical	<b>3'8 1/4"</b>
Winter	<b>4'9 3/4"</b>
Winter North Atlantic	<b>5'1 1/4"</b>

31 MAR 1937

20 DEC 1937

RECEIVED



Bilfield

Particulars of fiddley, funnel and ventilator coamings:— Fiddley casing: funnel and ventilator in efficient position ✓  
 Skylight all steel with flaps strongly constructed. ✓  
 Gratings on fiddley top casing fitted with steel hinged covers.

Particulars of Companionways:—

See sketch: On poop entrance to crew space steel 7'-5" x 3'-0" x 7'-0" high. .36" <sup>steel</sup> ~~wood~~ deck on 2" <sup>mangle plate from both sides</sup> height of sill 18" ✓

See sketch: On hump top entrance to pump room. steel 12'-11" x 5'-11" x 7'-0" high. .56 flanges 3" on peaks steel on 5'-0" x 2'-0" on hinges sill 18" mangle plate from both sides ✓

See sketch: On fore castle entrance to crew space steel 5'-6" x 3'-0" x 6'-4" high. .36" <sup>steel</sup> ~~wood~~ deck on 1 1/2" 5'-0" x 2'-2" <sup>sill</sup> ~~height~~ 24" ✓ 18" ✓

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

On poop deck	10 mushroom above cabins. height 10" x 6" diam. metal covers on screws.	✓
On bulk top	2 Ventilators above pump room. 10" x 18" x 48" ✓	✓
On fore castle	2 Ventilators 3'0" x 12" x 36" fixed above deckhead ✓	wood plugs and canvas covers fitted
	6 Ventilators 2'0" x 6" x 30" screw down ✓	
	4 Ventilators 2'3" x 10" x 36" screw down below deck ✓	

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

On poopdeck	4	gossamers	5' 3" x 4"	on	DeLambies	✓	all round plugs and canvas cover
	2	gossamers	3' 3" x 4"	on	DeLambies	✓	
	2	gossamers	1' 11" x 2½"	on	DeLambies	✓	
	2	gossamers	2' 6" x 3½"	on	DeLambies	✓	
On trunktop	2	gossamers	2' 6" x 3½"	on	DeLambies	✓	all round plugs and canvas cover
	2	gossamers	2' 6" x 3½"	on	DeLambies	✓	
	2	gossamers	3' 6" x 4"	on	DeLambies	✓	
	2	gossamers	3' 6" x 4"	on	DeLambies	✓	
On main deck	2	gossamers	3' 6" x 4"	on	DeLambies	✓	all round plugs and canvas cover
	2	gossamers	3' 6" x 4"	on	DeLambies	✓	
	2	gossamers	3' 6" x 4"	on	DeLambies	✓	
	2	gossamers	3' 6" x 4"	on	DeLambies	✓	
On fore-castle	1	gossamer	1' 0" x 4"	on	DeLambies	✓	all round plugs and canvas cover
	1	gossamer	1' 0" x 4"	on	DeLambies	✓	
	1	gossamer	1' 0" x 4"	on	DeLambies	✓	
	1	gossamer	1' 0" x 4"	on	DeLambies	✓	

Particulars of Gangway Cargo and Coaling Ports:— none

Particulars of Side Scuttles:—

Disembles in prop. space, forecabin space and forward below forebeam and see sketch

Construction of metal with hinges as a light fitted ✓

Particulars of Guard Rails:—

Open rail on main track (freight track)	3'3" high	2 rows	1" standards	± 4'9" apart	✓
Open rail on fire works	5'6" high	2 rows	1" standards	± 4'9" apart	✓
Open rail on truck top	3'3" high	2 rows	1" "	± 4'6" apart	✓
Open rail on bridge	3'3" high	3 rows	1" standards	± 4'6" apart	✓
Open rail on <sup>or</sup> gage	3'3" high	2 rows	1" "	± 4'6" apart	✓

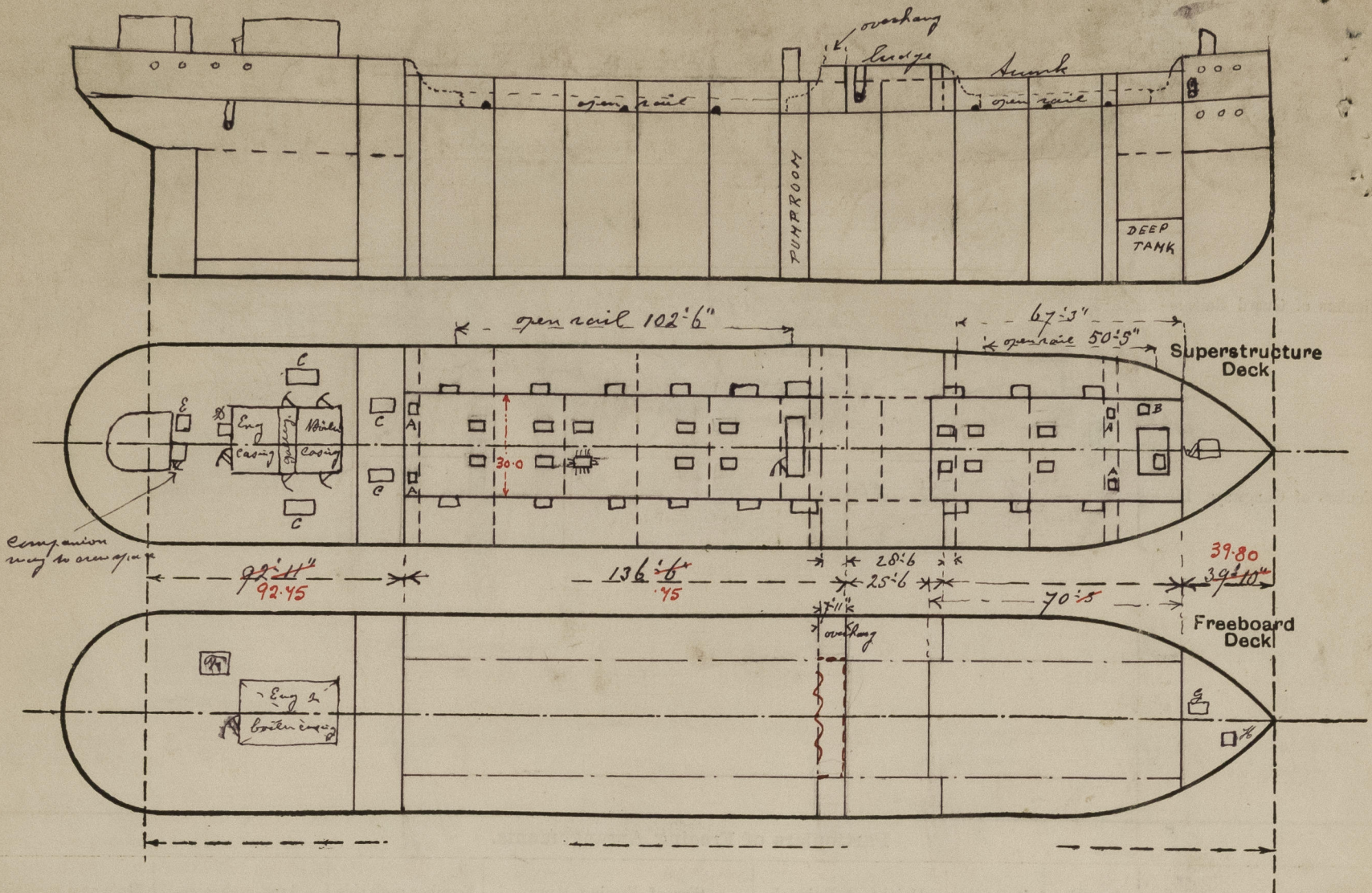
Particulars of Gangways, Lifelines, etc.:— *Over trunk top. rail.* ✓

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	.40 ✓	.44 ✓	L 4 $\frac{1}{2}$ x 3 x .62 L 7 x 3 $\frac{1}{2}$ x .48	30" ✓	back to top & bottom	none	—	7'6" ✓
Raised Quarter Deck Bulkhead ... ✓								
Bridge, After Bulkhead ... ..	.34 ✓	.34 ✓	L 3 x 3 x .36 ✓	24" ✓	none	4'9" x 2'6"	18"	8'0" ✓
Bridge, Forward Bulkhead ... ..	.50 ✓	.44 ✓	C 10 x 3 $\frac{1}{2}$ x .60 ✓ 4 x 3 x .32	27" 30" ✓	back to top & bottom	none	—	8'0" ✓
Forecastle Bulkhead ... ..	.32 ✓	.32 ✓	flanges 3 $\frac{1}{2}$ "	± 4'-0"	back to top as stringer runs	none	—	7'6"
Trunk, Aft ... ..			= poop bulk head =		collar run in way of beam			
Trunk, Forward ... ..			= fore side bulk head.					
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super- structure Decks ... <i>prop.</i> ...	18"x.42 ✓	.36 ✓	3 $\frac{1}{2}$ x 3 x .40 ✓	3'-0" ✓	back to top	4'7" x 2'-1"	18'	7'3" ✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	<del>none</del> no openings
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ... ..	2 steel hinged watertight doors ✓
Bridge, Forward Bulkhead ... ..	<del>none</del> no openings
Forecastle Bulkhead ... ..	<del>none</del> no openings
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓ Hinged steel door fitted to hatch. Casing on poop deck, manipulated from both sides.
Exposed Machinery Casings on Superstructure Decks ... ..	at least two steel hinged doors (at aft end casing on shield one hinged round door each 12"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓
Deckhouses on Flush Deck Ships ...	✓



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:

- A On trunk top above coffer dams 4 manholes 2 fore + 2 aft. manhole 18" x 12" on top. 3 1/2" thick 6" x 12" x 10"  
 B " " " above forehold coaming 6 x 3 1/2 x .50 w/ 1" cover 1 1/2" x 1 1/2" x 10" close with 8 toggles 7/16"  
 C On prop. arch above forebulkhead  
 4 Diehtght hatches 5' 10" x 2' 6" x 2' 7" high  
 Coaming 4 1/4"  
 strong Diehtght covers closed with toggles distance 18" 9" from corners.  
 D On prop. arch one steel Diehtght 5' 0" x 2' 0" x 32" high. 32  
 Head cover covers on higher cleats and tangential.  
 E on prop. arch hatch steel 2' 5" x 2' 5" x 16" high grove cover 2 1/2" tangential with cleats.  
 F On mainmast in prop. space entrance to stove 4 1/2' x 3' 0" 3 x 3 x .32 angle with wood grating.  
 G " " " fore castle space " " space below for crew. 4' 9" x 3' 6" 5 x 3 x .32 angle open for stair.  
 H " " " " " " foremast space 3' 0" x 3' 0" 5 x 3 x .32 angle wood cover 3"

No particulars as regards displacement and tons per inch curve not be obtained.

The Spec. Survey N° 3 will be completed at this port some time next week.

Builder's name and yard number Tyne I. S. B. Co Ltd. Newcastle.

Names of sister ships ✓

Owners Field Tank S.S. Co Ltd. Hunting & Son Ltd. Mgrs.

Fee of 192.00 : received Received by me J. W. Newman



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Foundation