

"CINDARELLA"

Copy sent to B. O. T. on 13 AUG 1934

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LL. 4.C.

THE BRITISH CORPORATION REGISTER OF SHIPING AND AIRCRAFT

883

Plan of conversion  
Closed Shelter Deck  
& rearrangement 2/40. in plan Reg. M.S.  
DEVON CITY

STEAMER, ~~TANKER~~, SAILER

TIMBER DECK CARGO

Nationality

British

Builders' Name and No. of Ship

Turners S.B. Co. Ltd. No 227

Port of Registry

Bideford

Official Number

161620

Owners

Reardon Smith Line Ltd

Gross Tonnage

4928

Date of Build

1933

Port and Date of Survey

M'bno. During Construction

Name of Surveyor

John Aitken

Particulars of Classification

B.S.X.

Names of Sister Ships

"Houston City"

Type of Superstructures

Complete superstructure with tonnage opening aft.

Give full particulars of the following:—

Fiddle and Funnel Coamings (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

Funnel on top of casing 12'-9 1/2" above Shellis Dk. Fiddle openings on casing top closed with steel plate covers permanently attached in their proper positions.

Long Casing 8'-3 1/2" high when clear of Funnel & Fiddle

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)

Crew accommodated in fore above Shellis Deck, work done, 18" steel coaming, doors operated both sides. Doors 15' 5" 13' 8" in steel casing above Shellis Dk, doors steel 15" coaming operated both sides. Hold bulwarks through Mast Houses on Shellis Dk. Steel doors 3/8 plate-18" coaming, 5'-0" x 30" doors. Steel inner doors 5'-0" x 23", 18" coaming. Mast Houses steel

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Forecastle vents:- 2 large vents 20" dia coam 36", smaller vents-coamings 30" rivet attachments-w.t. Four vents to hold on top of each mast house. Remainder of hold & Tween Dk vents on Shellis Dk. 30" coamings, rivet att. w.t. Wooden 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)

Air pipes Cat. 33" Swan Heads, fitted with screwed plate-closing appliances.

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

Sanitary discharges funnelled  
Storm valves, blind steel tubes, discharging above upper deck.  
Tween deck scuppers cast iron 3 1/2" dia, 6 on side fitted with storm valves discharging above upper deck. 1 scupper from Refrig. stores discharges just below upper deck amidships fitted with 2" ship valve

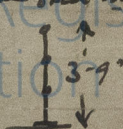
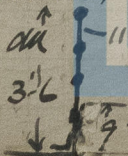
Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

None

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

Round Shellis Deck 3'-6" high above dk

Round Forecastle 3'-9" above steel dk  
3 rails



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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches.

The sketch shows a plan view of a ship's superstructure. It includes several rectangular compartments labeled with numbers 1 through 6. There are also labels for 'W.T.' (Water Tank), 'Acc.' (Accommodation), 'Refug. Space' (Refuge Space), 'Eng. Sp.' (Engine Space), 'Deep Tank', and 'No. 1 H.' (No. 1 Hatch). The layout shows the relative positions and dimensions of these structures.



0033 2/7



rection for co-efficient =

~~X~~ ~~1.16~~

~~Sailer Tanker,~~

the Freeboard Report has not been compared with the approved plans.

G.H.W.

31 OCT 1950

0033 3/7

Moulded Draught (G)

of Beam correction

19



## COMPUTATION OF FREEBOARD. 37-1/2 x 54

Length on summer load line ~~425.00~~ <sup>426.6 to axis of rudder stock</sup> Moulded Breadth 56'-0" Moulded Depth 28'-3" Depth of Keel 2'-28"

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 12203 Tons

Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7447$

Displacement and tons per inch immersion in salt water at summer load line 12858 tons extreme

Moulded depth 28.25'

Deduction for Fresh Water  $\frac{\Delta}{40T} = 6.59 \times 6 \frac{1}{2}$  inches

Stringer Plate <sup>upper 5% of 44</sup> .037'

Round of Beam Correction

Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  ✓

Ships Round of Beam 9 inches <sup>14 shells in</sup>

Rise of floor (in sailers) ✓

Standard Round of Beam  $\frac{B \times 12}{50} = 13.44$

Depth for Freeboard (D) 28.287'

Difference 4.44'

Table Depth 28.433'

Restricted to

Depth Correction 3' x .146' = .438'

Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{5}{L}\right) = 1.11 \times .006 = .00666$

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	25.5	-	-	25.5	-	25.5
Raised Quarter Deck						
Bridge	394.5	F 8'-10 1/2"	183	396.33		395.87
Forecastle		A				
Trunk Aft						
Forward						
Tonnage Opening Aft	4.67			4.67		2.57
Forward						
Totals				426.5		423.94

Standard Height of Superstructure 7.5'

" " R.Q.D.

Percentage covered S/L = 100%

" " E/L = 99.4%

" from Table line A, B, (corrected for absence of forecastle if required) 99.26%

Percentage from Table by interpolation for Bridge

less than .2L if required =

Deduction = 42 x .9926 = 41.69

Percentage from Table for Tankers (or Timber ships) = 99.625

Deduction = 42 x .99625 = 41.84

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
at axis of R.S.					
A.P.	68.134-3 1/2	52.65	68.13	1	68.13
1/2 L from A.P.	34.4 1/2	23.43	30.34	4	121.36
1/2 L from A.P.	7.49 1 1/2	5.79	7.49	2	14.98
Amidships	0	0	0	4	0
1/2 L from F.P.	22.4 1 1/2	11.58	11	2	22
1/2 L	48.382-7 3/4	46.86	48.38	4	193.52
F.P.	121.638-9	105.30	121.63	1	121.63
				18	541.62

Mean Actual sheer aft = over 1

" 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 X  $\left(75 - \frac{S}{2L}\right) = 3.765 \times .25 = .941$

Effective Mean Sheer = 30.09'

Standard " " .05L + 5 = 26.325'

Difference = 3.765'

If limited on account of midship superstructure =

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

TABULAR FREEBOARD corrected for flush deck if required = 79.815'

Correction for co-efficient =  $\times 1.4247 = 83.6$

## DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction		.44'
Deduction for superstructures		41.69'
Sheer correction		.94'
Round of Beam correction	.01'	
Correction for thickness of deck amidships	✓	
Other corrections, scantlings, etc.	✓	
	01.43.07	43.06

Summer Freeboard in inches = 40.54

Additional allowance for superstructures on

Timber carrying ships 41.84 - 41.69 = .15

Summer Timber Freeboard in inches = 40.39

Depth to Freeboard Deck in feet 28.287

Summer Freeboard in feet 3.384

Moulded Draught (d) 24.903

Addition for Keel .19'

Extreme draught 25.096

Deduction for Tropical and addition for Winter freeboard d/4 = 6.273

Addition for Winter North Atlantic (if required) = ins.

Deduction for Tropical Timber Freeboard  $\frac{d}{4} = 6.21$  ins.

Addition for Winter "  $\frac{d}{3} = 8.65$  ins.

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



10733

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel)	3'-4 1/2"
TROPICAL FRESH WATER LINE above centre of disc 12 1/2"	2'-4"
FRESH WATER LINE " " " 6 1/2"	2'-10"
TROPICAL LINE " " " 6"	2'-10 1/2"
WINTER LINE below " " 6"	3'-10 1/2"
WINTER NORTH ATLANTIC LINE " " "	

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line	
TROPICAL FRESH WATER Timber line above centre of disc 12 1/2"	Corresponding Freeboard
FRESH WATER " " " " "	" "
TROPICAL " " " " "	" "
WINTER " " below " " "	" "
WINTER NORTH ATLANTIC " " " " "	" "

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead frame 12	Vut plat.	.3	5" Rauges	47	none	2 1/8 6'-0" x 3'-1"	18	
R.Q.D. "								
Bridge Aft Bulkhead frame 15	Vut plat	.3	4 1/2 Rauges	40	none	2 1/8 6'-0" x 3'-1"	18	
" Forward "								
Forecastle Bulkhead								
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	.38	.3	5" x 3" x 30 A.	30	none	1 in. side 4'-9" x 2'-0"	15"	8'-3 1/2"
Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances	15" x 40	.26	3 x 2 1/2 x 3	30	none	18 in. side only 4'-6" x 2'-0"	15"	8'-10 1/2"
Deckhouses on flush deck ships								

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

Poop Bulkhead	Weather boards full height in channels riveted bulkheads
R.Q.D. "	" " " " " " " " " " " "
Bridge Aft Bulkhead	" " " " " " " " " " " "
" Forward "	" " " " " " " " " " " "
Forecastle Bulkhead	" " " " " " " " " " " "
Exposed Machinery Casings on Freeboard or R.Q. decks	" " " " " " " " " " " "
Exposed Machinery Casings on superstructure decks	Steel doors 4'-9" x 2'-0" 15" beam manipulated from both sides
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances	" " 4'-6" x " " " " " " " " " "
Deck houses on Flush Deck ships	

PARTICULARS OF FREEING ARRANGEMENTS

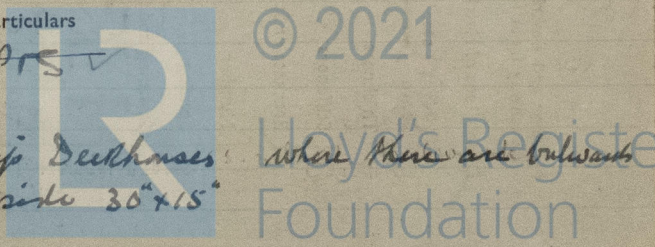
	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
Forward Well	6-6	full height of bulwark	one each side 1'-0" x 1'-5"	2-6	
State fore and aft position and height above deck to bottom of port, for each port	After Well	in Forward Well	Sill 12" above dk		

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

Hinged plate steel shutters P.T.S. ✓  
Give particulars of freeing port area, etc., on superstructure decks

Open rails except abreast midship Deckhouses  
3'-6" high with two wash ports on side 30" x 15"

Blanked off  
5" S.D. NK V.  
DEC. 1947.





## PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

[illegible]

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

## Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition ?

Are tarpaulins in good condition and in accordance with rule requirements

Are lashings provided in accordance with rule requirements?

$\frac{y}{y}$   $\frac{y}{y}$  See C11 (cont)



Gangways and Lifelines

none

Gangway, Cargo and Coaling Ports in sides of ship

none

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules ?

Is provision made for protection of steering gear, and is emergency steering gear provided ?

Are efficient uprights, sockets and lashings provided according to rules ?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

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

on the 14<sup>th</sup> January 1934



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Chief Surveyor.

Lloyd's Register  
Foundation  
Secretary.

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