

Form LL 4-C Revised.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

"Admiral Cunningham" SURVEY FOR FREEBOARD.

STEAMER, ~~TANKER, SAILER~~ Ex "SAMFAIRY"Nationality BritishPort of Registry LondonOfficial Number 180004Gross Tonnage 7255 7292.Date of Build MARCH 1944.Particulars of Classification American Bureau
+ A. I. E

Type of Superstructures

Flush Deck

Trade of Ship

Service Endorsement if any

BUILDERS' NAME AND NO. OF SHIP J.A. JONES CONSTRUCTION Co IncBRUNSWICK Ga. No 135OWNERS S.G. EMERSON AMERICAN WARE SHIPPING ADMS ON CHARTER MOW!(HARRIS) HARRIS & PHILLIPS LTDPort and Date of survey LIVERPOOL NOV 1944Name of Surveyor CHAS T. SMITHNames of Sister Ships "Sam ships"~~WITH~~ WITHOUT TIMBER DECK CARGOSUMMER FREEBOARD recommended amidships from centre of disc to top of deck line (~~wood~~ steel)

TROPICAL FRESH WATER LINE above centre of disc

14 1/4"

Corresponding Freeboard

9'-8 3/4"

FRESH WATER LINE " " "

4 1/4"8'-6 1/2"

TROPICAL LINE " " "

4"9'-1 1/2"

WINTER LINE below " "

4"9'-1 3/4"

WINTER NORTH ATLANTIC LINE " " "

10'-3 3/4"

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 "

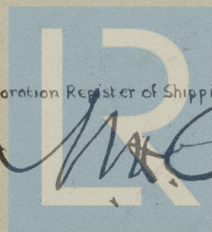
WINTER NORTH ATLANTIC " " " "

Number of years recommended for load line certificate

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 6th DECEMBER 1944.

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Secretary.

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COMPUTATION OF FREEBOARD

Length on summer load line $414' - 8\frac{3}{4}"$ Moulded Breadth $56' - 10\frac{3}{4}"$ Moulded Depth $34' - 4"$ Depth of Keel $1\frac{1}{8}"$
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 16500 Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 95} = .468$
 Displacement and tons per inch immersion in salt water at summer load line 14250 @ 48.42
 Moulded depth 37.33
 Deduction for Fresh Water $\frac{\Delta}{40T} = \frac{714}{14250} = .05$ inches
 Round of Beam Correction $\frac{B \times 12}{50} = \frac{672}{50} = 13.44$ inches
 Ships Round of Beam EQU. 14.05
 Standard Round of Beam 13.65
 Difference 40
 Restricted to
 Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = \frac{40}{4} \times (1 - \frac{14.05}{48.42}) = 10 \times .707 = 7.07$
 if restricted by superstructures 28.62 on

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge		F				
Forecastle		A				
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals						

Standard Height of Superstructure
 " " R.Q.D.
 Percentage covered S/L =
 " " E/L =
 " 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 =
 Percentage from Table for Tankers (or Timber ships)
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	54.12	51.44	54.12	1	54.12
$\frac{1}{8}$ L from A.P.	24.00	23.04	24.00	4	96.00
$\frac{1}{4}$ L from A.P.	5.00	5.70	5.00	2	10.00
Amidships	-	-	-	4	-
$\frac{1}{4}$ L from F.P.	11.75	11.39	11.75	2	23.50
$\frac{1}{8}$ L " "	47.75	46.08	47.75	4	191.00
F.P.	105.37	103.54	105.37	1	105.37
				18	479.99
Effective Mean Sheer					26.666
Standard " " OSL + 5					25.886
Difference					.780

Mean Actual sheer aft = MORE THAN 1
 " Standard " "
 Mean Actual sheer forward = MORE THAN 1
 " Standard " "
 Length of enclosed superstructure forward of amidships =
 Length of Ship
 Length of enclosed superstructure aft of amidships =
 Length of Ship
 Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = .78 \times .75 = .58$ OFF
 If limited on account of midship superstructure =
 " to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = $77.07 + 6.27 = 83.34$

Correction for co-efficient = $\frac{.768 + .68}{136} \times 136 = .8875$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	28.62	-
Deduction for superstructures	-	-
Sheer correction	-	.58
Round of Beam correction	-	.10
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	28.62	.68
		27.94

Summer Freeboard in inches $9' - 8\frac{3}{4}" = 116.69$
 Additional allowance for superstructures on
 Timber carrying ships =
 Summer Timber Freeboard in inches =

Summer, Tanker, Steamer, Timber
 Depth to Freeboard Deck in feet 37.33
 Summer Freeboard in feet 9.73
 Moulded Draught (d) $27' - 8" = 27.66$ (d1)
 Addition for Keel $1\frac{1}{8} = .07$
 Extreme draught $27' - 8\frac{7}{8} = 27.73$
 Deduction for Tropical and addition for Winter freeboard $d/4 = 7$ ins.
 Addition for Winter North Atlantic (if required) = ins.
 Deduction for Tropical Timber Freeboard $\frac{d-1}{3} =$ ins.
 Addition for Winter " " $\frac{d-1}{3} =$ ins.
 " " N.A. Timber Freeboard (if required) = ins.

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

SHIPS NAME **"SAMFAIRY"**OFFICIAL NUMBER **180004**Nationality and Port of Registry **British, London**

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								
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead								
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. I closing appliances								
BRIDGE Deckhouses on flush deck ships								
AFT	-	30"	4x3 ⁵ / ₁₆ IN ² L	2'-6"	SHIPPED TOP AND BOTTOM	2-60" x 30" 1-51" x 20"	15"	20 ³ / ₄ "
FWD	-	44"	6x4 ¹ / ₁₆ IN ² L	2'-6"	BKT. AT TOP SHIPPED AT BOTTOM	-	-	-

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

Poop Bulkhead	
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or R.Q. decks	
Exposed Machinery Casings on superstructure decks	
Machinery Casings within superstructures not fitted with Cl. I Closing Appliances	
Deck houses on Flush Deck ships	

Hinged steel W.T. doors. Operating both sides

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	Bow to Fr 177	3'-6"	21 @ 4'-9" x 9"	74.81	83.40
Forward Well	-	-	-	-	-

State fore and aft position and height above deck to bottom of port, for each port

After Well of BRIDGE HOUSE AT FRs. 116, 122, 128, 136, 142, 150, 167
ABREAST DECKHOUSE AT FRs. 85, 88, 94, 102, 107.

Forward Well of BRIDGE HOUSE AT FRs. 32, 40, 50, 58, 62, 66, 74, 80.

ALL 6" ABOVE DECK

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

NONE

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

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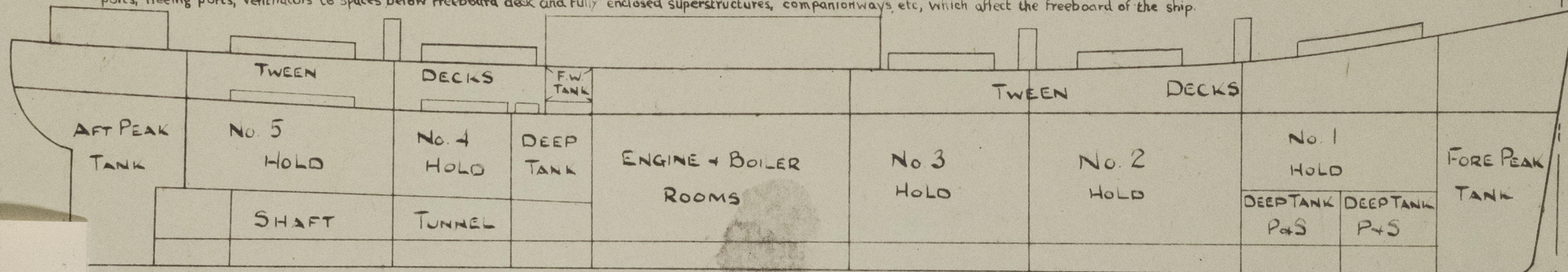
SHAFT

TUNNEL

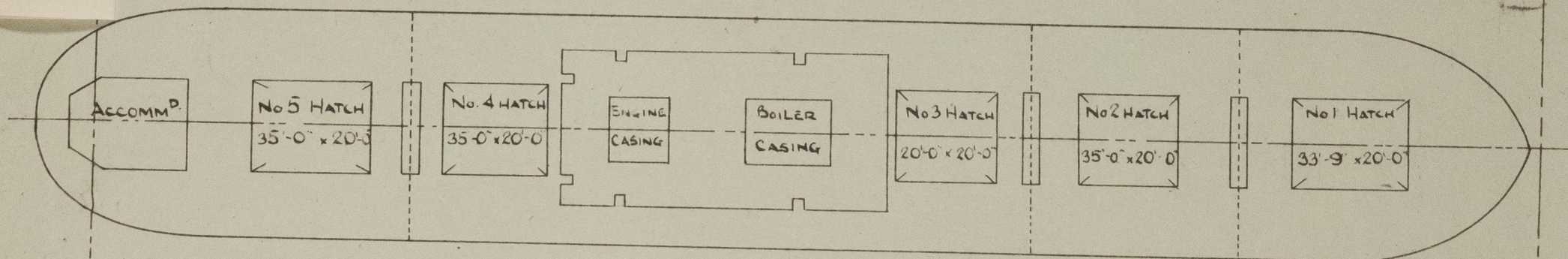
The Freeboard Report has been compared with the approved plans and found in order.

C.A.W.
21 DEC 1950

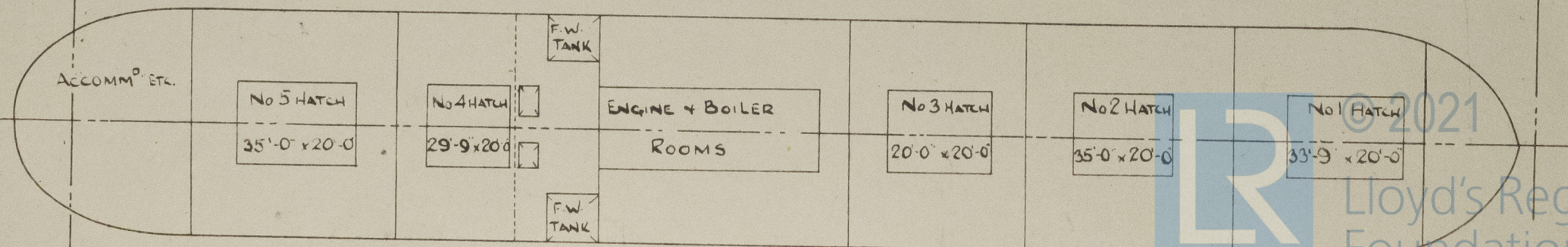
Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc, which affect the freeboard of the ship.



FREEBOARD DECK.

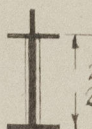


2ND DECK.



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	UPPER DECK			BOSNS STORE	STEERING ENGINE ROOM
	No. 1	Nos. 2, 4 & 5	No. 3	W.T. HATCH	W.T. HATCH
Dimensions of Hatchway	33'-9" x 20'-0"	35'-0" x 20'-0"	20'-0" x 20'-0"	36" x 36"	15" x 23"
COAMINGS	Height above wood steel { deck	3'-0"	3'-0"	18"	15"
	Thickness { sides ends	.625	.625	3/8"	3/8"
	Stiffeners Horiz.	12 x 4 x 1 1/2 x 4 1/2 CHANNEL	1'-11" ABOVE DECK.		
	Brackets or Stays	3" x 3" x 43" WITH 8 BOTS SPACED 10'-0"			
HATCH BEAMS	Number	6	6		
	Spacing	5'-0 3/4" MAX.	5'-0 3/4" MAX.		
	Scantling and Sketch				
	Bearing Surface and thickness of carriers or sockets	8 1/8 SQ. INS.	8 1/8 SQ. INS.		
FORE AND AFTERS	Number	/	/		
	Spacing	/	/		
	Unsupported lengths	/	/		
	Scantling and Sketch	/	/		
HATCH COVERS	Bearing Surface and thickness of carriers or sockets	/	/		
	Material	WOOD	WOOD	STEEL	STEEL
	Thickness	2 1/2"	2 1/2"	30"	1/4"
	How Fitted	F & A	F & A	HINGED WT.	HINGED WT.
HATCH COVERS	Bearing Surface	3"	3"	COVER SECURED	COVER SECURED
	Spacing of Cleats	22 3/4" MIN. 24 9/16" MAX.	22 3/4" MIN. 24 9/16" MAX.	BY 6 - 7/8" BOLTS	BY 6 - 7/8" BOLTS
Number of Tarpaulins		3	3		

Are tarpaulins in good condition and in accordance with rule requirements? Yes

Are lashings provided in accordance with rule requirements? Yes

Are wood fore and afters steel shed at all bearing surfaces?

Are ballers 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)

Engine casing flush with boat deck, Skylight 3'-0" above boat deck with hinged steel flaps. Engine room vents on top of skylight
No fiddley openings. Boiler casing top 3 ahs. above Freeboard deck

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)

None

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)

Freeboard deck 2 OFF to No. 3 Hold. 8" dia. Coamings 11'-0" x 42" welded to deck. Brackets fitted.
6 OFF 2 to Store 2 to magazine & 2 to engine room. 10" dia coamings 36" x 3/8". Welded to deck.
2 OFF to magazine 12" dia. Coamings 36" x 3/8" welded to deck.
4 OFF 2 to No. 1 hold. 2 to No. 5 hold. 24" dia. Coamings 36" x 42" welded to deck.
6 OFF 2 between No. 1-2 holds, 2 between No. 2-3 holds & 2 between No. 4-5 holds. 36" dia. Coamings 36" x 42". On top of mast house

Boat deck 1 OFF 12" dia. Coaming 66" x 42" welded to deck
2 OFF to No. 4 hold 24" dia. Coaming 48" x 3/8" welded to deck
All above vents supplied with wood plugs & canvas covers
6" dia. mushroom vents to crew's quarters. Coamings 8" x 1/2" welded to deck

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

Fore & Aft Peaks	2 OFF - 3 1/2" dia. Fitted with automatic ball check valve and bronze wire mesh
Nos 1 & 2 deep tanks Fore	4 OFF - 4" dia. " " " " " " " " " "
Nos 1-6 D.B. tanks & OF Settling tanks	6 OFF - 2 1/2" dia. Goose neck fitting with bronze wire mesh
Nos 2, 3 & 5 D.B. tanks	12 OFF - 3" dia. " " " " " " " " " "
No. 4 D.B. tank	2 OFF - 1 1/2" dia. " " " " " " " " " "
No. 2 Cofferdam	2 OFF - 2 1/2" dia. " " " " " " " " " "
No. 3 Deep tank	2 OFF - 2 1/2" dia. Fitted with automatic ball check valve and bronze wire mesh
F.W. tank on Second deck	2 OFF - 1 1/2" dia. Goose neck fitting with bronze wire mesh
Rudder trunk	1 OFF - 2" dia. " " " " " " " " " "

Height of coamings 36" min to underside of 1" bends

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

Discharges from Tween decks. 13 OFF - 2 1/2" dia Discharging to bilges } Self closing gate valve on drain from steering gear flat.
 2 OFF - 2" dia " " " " " " Galvanised steel swing check valve on line from ship's cold stores. All other lines have no valves.

Scuppers from Bridge space 4 - 4" dia Discharging overboard. Galv^d cast steel flapper valves ✓
 2 - 2 1/2" dia " " " " " " "
 1 - 5" dia " " " " " " "

Scuppers from Deckhouse aft 1 - 4" dia Discharging overboard. Galv^d cast steel flapper valve
 1 - 2 1/2" dia " " " " " " "

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

5 - 12" dia Sidelights in Fore and bridge deckhouse. Hinged deadlights permanently attached
 4 - " " " Aft " " " " " "
 8 - " " " Port side " " " " " "
 9 - " " " Starb^d " " " " " "
 3 - " " " Fore end deckhouse aft " " " " " "
 1 - " " " In each side of " " " " " "
 2 - " " " Aft end " " " " " "

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

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

Guard rails on Upper deck from Fr 177 - Aft to stern. 3'-6" high Stanchions spaced 5'-0"
 " " " Boat " " " " " "

Gangways and Lifelines

Lifelines fitted

Gangway, Cargo and Coaling Ports in sides of ship



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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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