

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

23/2

STEAMER, ~~TANKER~~, ~~SAILER~~:.....S.S. DINGLE BAY... Ex. NEW WESTMINSTER CITY... ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH. Builders' Name and No. of Ship WM. GRAY & CO LTD.
 Port of Registry BELFAST.
 Official Number 148838 Owners H. P. LENAGHEN. BELFAST.
 Gross Tonnage 5068.53.
 Date of Build 7/29. Port and Date of survey TRIESTE.
 Name of Surveyor G. TRESELLI.
 Particulars of Classification BS* Names of Sister Ships

Type of Superstructures SHELTER DECK. WITH TONNAGE OPENING AFT.

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	13"	Corresponding Freeboard		3'-1"
FRESH WATER LINE	"	"	6 1/2"	"	"	2'-0"
TROPICAL LINE	"	"	6 1/2"	"	"	2'-6 1/2"
WINTER LINE	below	"	6"	"	"	2'-6 1/2"
WINTER NORTH ATLANTIC LINE	"	"	-	"	"	3'-7"

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 23rd March 49



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Foundation
Secretary

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COMPUTATION OF FREEBOARD

Length on summer load line 400'-0" Moulded Breadth 54'-0 1/2" Moulded Depth 28'-0 1/2" Depth of KeelMoulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 11232 TonsCo-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7628$ Displacement and tons per inch immersion in salt water at summer load line 11902 @ 44 T.P.I.Moulded depth 28.042 Deduction for Fresh Water $\frac{\Delta}{40T} = 6.77$ inchesStringer Plate .037 Round of Beam CorrectionSheathing on exposed deck $T \left(\frac{L-S}{L} \right)$ - Ships Round of Beam 13.5 inchesRise of floor (in sailers) - Standard Round of Beam $\frac{B \times 12}{50} = 12.97$ Depth for Freeboard (D) 28.079 Difference .53Table Depth 26.667 Restricted toDepth Correction 1.412 \times 3 Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L} \right) = .133 \times .00875$ If restricted by superstructures = 4.236 = H.L.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop	<u>24.69</u>		<u>8'-10 1/2"</u>	<u>24.69</u>		<u>24.69</u>	<u>7'-6"</u>
Raised Quarter Deck							
Bridge	<u>368.39</u>		<u>8'-10 1/2"</u>	<u>368.31</u>		<u>368.31</u>	
Forecastle							
Trunk Aft	<u>7.0</u>		<u>8'-10 1/2"</u>	<u>7.00</u>		<u>3.5</u>	
" Forward							
Tonnage Opening Aft							
" " Forward							
Totals				<u>400</u>		<u>396.5</u>	

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft
A.P.	<u>51</u>	<u>50</u>	<u>51</u>	1	<u>51.0</u>	<u>= MORE</u>
1/2 L from A.P.	<u>22</u>	<u>22.25</u>	<u>22</u>	4	<u>88.0</u>	
1/2 L from A.P.	<u>575</u>	<u>5.5</u>	<u>5.75</u>	2	<u>11.5</u>	<u>= MORE</u>
Amidships	<u>-</u>	<u>-</u>	<u>-</u>	4	<u>-</u>	
1/2 L from F.P.	<u>12.5</u>	<u>11.0</u>	<u>12.5</u>	2	<u>25.0</u>	
1/2 L " "	<u>46.0</u>	<u>44.5</u>	<u>46.0</u>	4	<u>184.0</u>	
F.P.	<u>105.0</u>	<u>100</u>	<u>105.0</u>	1	<u>105.0</u>	
						Length of enclosed superstructure forward of amidships
						Length of Ship
						Length of enclosed superstructure aft of amidships
						Length of Ship
						Sheer Correction = Difference $\times \left(.75 - \frac{S}{2L} \right) = 6.306 \times .25 = 1.577$
						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 = 71.5Correction for co-efficient = $\frac{1.4628}{136} = 75.86$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Summer, Tanker, Steamer	Timber
Depth correction	<u>4.24</u>			
Deduction for superstructures		<u>41.55</u>		
Sheer correction		<u>1.58</u>		
Round of Beam correction				
Correction for thickness of deck amidships				
Other corrections, scantlings, etc.				
	<u>4.24</u>	<u>43.13</u>	<u>38.89</u>	
Summer Freeboard in inches			<u>36.97</u>	
Additional allowance for superstructures on				
Timber carrying ships				
Summer Timber Freeboard in inches				

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD
CONDITIONS OF ASSIGNMENTSHIP'S NAME "Dingle Bay"OFFICIAL NUMBER 148.838Nationality and Port of Registry BRITISH, BELFAST

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.O.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead	<u>.24</u>	<u>.24</u>	<u>L 3 x 3 x .36</u>	<u>2'-4"</u>	<u>-</u>	<u>1 @ 4'-11" x 3'-11"</u>	<u>1'-11 1/2"</u>	<u>7'-10"</u>
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. 1 closing appliances	<u>.36</u>	<u>.32</u>	<u>L 3 x 3 x .32</u>	<u>2'-4 1/2"</u>	<u>-</u>	<u>4 @ 4'-11" x 2'</u>	<u>1'-5"</u>	<u>8'-0"</u>
Deckhouses on flush deck ships								

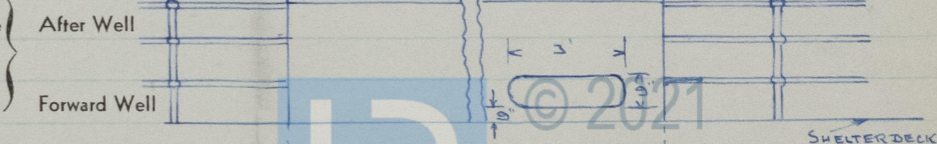
PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	<u>NO OPENING</u>
R.O.D. "	
Bridge Aft Bulkhead	<u>WHEATER BOARDS FULL HEIGHT IN CHANNELS. RIVETED TO BHD.</u>
" Forward "	
Forecastle Bulkhead	<u>TONNAGE OPENING 4'-11" x 3'-11" STEEL</u>
Exposed Machinery Casings on Freeboard or R.Q. Decks	
Exposed Machinery Casings on superstructure decks	<u>2 STEEL DOORS 4'-11" x 2'</u>
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	<u>126'</u>	<u>3'-4 1/2"</u>	<u>3 @ 2' x 3"</u>	<u>2.250'</u>	
Forward Well					

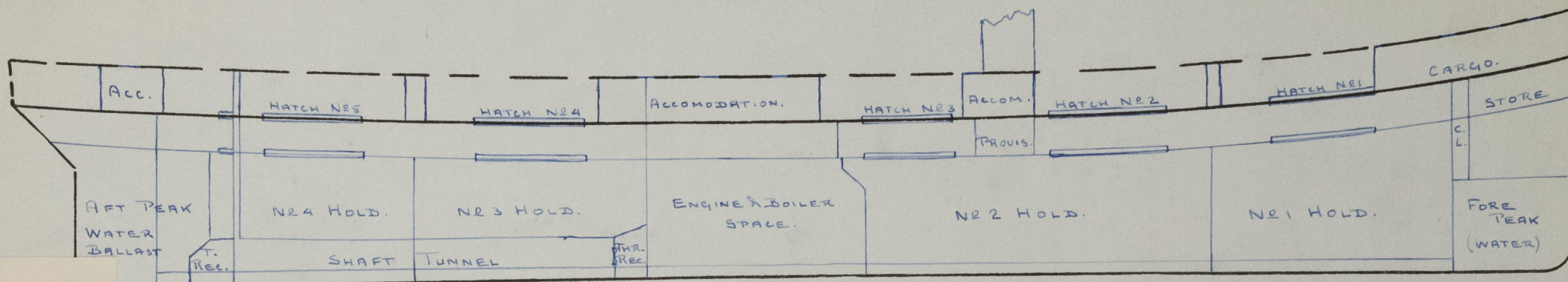
State fore and aft position and height above deck to bottom of port, for each port



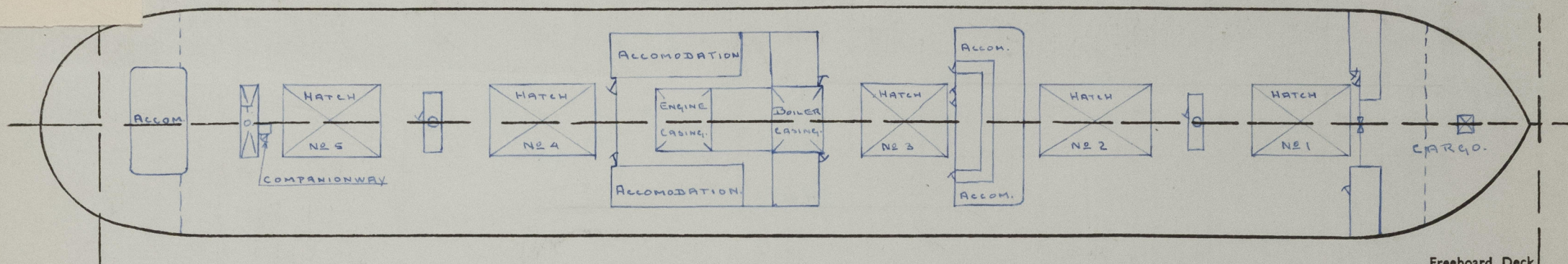
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

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

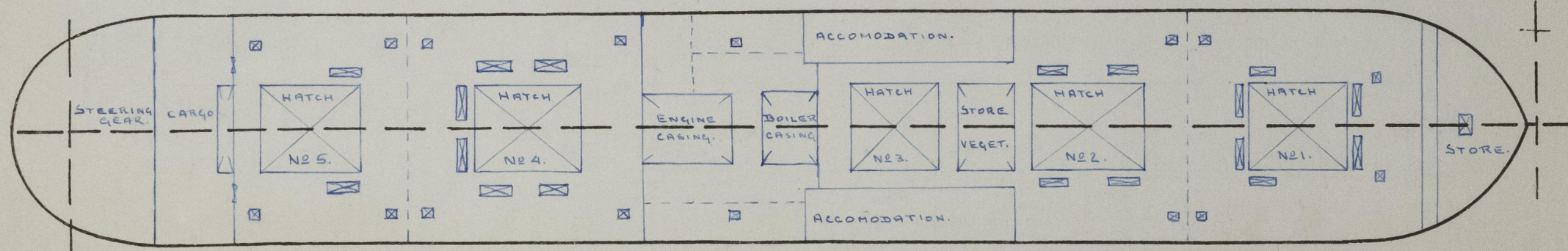
Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed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



Superstructure Deck



Freeboard Deck



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	HATCHWAYS ON SHELTER DECK						HATCHWAYS ON MAIN DECK			
	FORWARD	N°1	N°2	N°3	N°4	N°5	TONNAGE OP.	FORWARD	N°1 - 2 - 3 - 4 - 5	TONNAGE OPENING
Dimensions of Hatchway	4' x 3'	27' x 20'	30' x 20'	22'-6" x 20'	32'-6" x 20'	30' x 20'	7' x 20'	4' x 3'	AS ON SHELTER DECK	4' x 16'
COAMINGS										
Height above deck	8'	2'-7"	2'-7"	2'-7"	2'-7"	2'-7"	11 1/2"	3"	9"	2'-6"
Thickness	.44"	.44"	.42"	.42"	.40"	.42"	.40"	.38"	.44"	.38"
Stiffeners	5' x 3' x .40"	2' x 3' x .30"		7' x 5' x .36"	3' x 3' x .50"	2' x 3' x .32"	9' x 3' x .40"	3' x 3' x .36"	9' x 3' x .44"	2' x 3' x .32"
Brackets or Stays	-	-	-	-	-	-	-	-	-	-
HATCH BEAMS										
Number	-	5	5	4	6	5	-	-	NUMBER AS ON SHELTER DECK	-
Spacing	-	4'-6"	5'	4'-6"	4'-7 1/2"	5'	-	-	SPACING AS ON SHELTER DECK	-
Scantling and Sketch	-	-	-	4' x 3' x .42"	-	-	-	-	4' x 3' x .40"	-
Bearing Surface and thickness of carriers or sockets	-	3/4" x .50"	3/4" x .50"	3/4" x .50"	2' x .50"	3/4" x .50"	-	-	3/4" x .50"	2' x .32"
FORE AND AFTERS										
Number	-	-	-	-	-	-	-	-	-	-
Spacing	-	-	-	-	-	-	-	-	-	-
Unsupported lengths	-	-	-	-	-	-	-	-	-	-
Scantling and Sketch	-	-	-	-	-	-	-	-	-	-
Bearing Surface and thickness of carriers or sockets	-	-	-	-	-	-	-	-	-	-
HATCH COVERS										
Material	FIR	FIR	FIR	FIR	FIR	FIR	FIR	FIR	FIR	FIR
Thickness	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"
How Fitted	LONGIT.	LONGIT.	LONGIT.	LONGIT.	LONGIT.	LONGIT.	LONGIT.	TRANSV.	LONGIT.	LONGIT.
Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	2' x 3"	2 1/2"
Spacing of Cleats	2 1/2'	2'	2'	1'-8" ÷ 1'-11"	1'-10"	2'	-	-	1'-11"	2'-8"
Number of Tarpaulins	3	3	3	3	3	3	-	3	1	1

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 shod at all bearing surfaces?

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)

STEEL FIDDLEY COVERS PERMANENTLY ATTACHED IN THEIR PROPER POSITION.
HEIGHT OF COAMING OF SKYLIGHT 10" (2ND SUPERSTRUCTURE)

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

NOT EXISTING.

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)

NR 1 COMPANIONWAY FORWARD OF TONNAGE OPENING ON SHELTERDECK OF STEEL.
SILL 16"; STEEL DOOR WITH WATERTIGHT CLOSING APPLIANCES FROM BOTH SIDES.

NR 2 STEEL HOUSES IN WAY OF MASTS, WITH STEEL DOORS, SILLS 17" HEIGHT,
FOR ENTRANCE IN TWEEN DECKS AND HOLDS, WITH EFFICIENT CLOSING APPLIANCES.

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)

HEIGHT OF STEEL COAMINGS ABOVE SHELTERDECK AND FORECASTLE 26"
PITCH OF RIVETS IN DECK CONNECTION 4 1/4" DIAM.
CLOSING ARRANGEMENTS CONSISTING OF WOODEN COVERS.

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

AIRPIPES ON FORECASTLE: HEIGHT TO OPENINGS 1'-3" AND 1'-8"; CLOSING ARRANGEMENTS
CONSISTING OF WOODEN PLUGS AND CHAINS.

AIRPIPES ON SHELTERDECK: HEIGHT TO OPENINGS 2'-0" AND 2'-8";
CLOSING ARRANGEMENTS CONSISTING OF WOODEN PLUGS AND CHAINS.

MATERIAL: STEEL AND CAST IRON.

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

14 SANITARY AND LAVATORY DISCHARGE PIPES FROM SPACES ABOVE SHELTERDECK,
AND 2 DISCHARGE PIPES FROM MAIN DECK, DISCHARGING BETWEEN MAIN DECK
AND SUMMER LOADLINE, WITH BRONZE STORM VALVES ON SHELL.

2 SCUPPERS IN WAY OF TONNAGE OPENINGS WITH STORM VALVES UNDER
MAIN DECK AND OPERATED FROM SHELTERDECK.

SCUPPERS FROM MAIN DECK DISCHARGING IN BILGES.

CLOSING APPLIANCES OPERATED FROM SUPERSTRUCTURE DECKS.

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

SIDE SCUTTLES TO SPACES FOR ACCOMMODATION OF CREW, IN TWEEN DECK
AT CENTRE, 9 PORTSIDE AND 10 STARBOARD SIDE, DIAMETER 11"
WITH PERMANENT DEADLIGHTS HAVING TWO SPECIAL SCREWS
SIDE SCUTTLES IN TWEEN DECK AFTER PART, IN WAY OF STEERING GEAR,
4 IN NUMBER, DIAMETER 10", WITH PERMANENT DEADLIGHTS HAVING TWO
SPECIAL SCREWS.

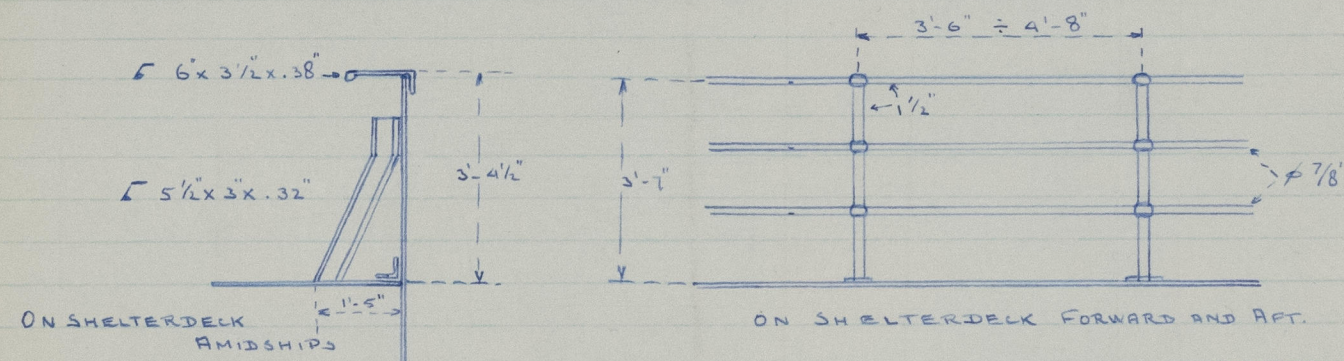
SIDE SCUTTLES IN FORECASTLE.

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

NOT EXISTING.

LOWEST SIDE, SIDE SCUTTLE ABOVE FREEBOARD DECK, APPROX. 5'-3"

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



Gangways and Lifelines

NOT EXISTING.

Gangway, Cargo and Coaling Ports in sides of ship

NOT EXISTING.

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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