

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILED: SS 'PINNACLES' WITH TIMBER DECK CARGO
WITHOUT

Nationality CANADIAN Builders' Name and No. of Ship KAISER CO, INC.
 Port of Registry MONTREAL PORTLAND, ORE. NO 112.
 Official Number 179220 Owners DEEP SEA TANKERS, LTD.
 Gross Tonnage 10641 25, ADELAIDE STREET, TORONTO.
 Date of Build 12/44 Port and Date of survey MONTREAL
 Name of Surveyor R. LYLE
 Particulars of Classification BS (TANKER) Names of Sister Ships ALL T2 TANKERS.

Type of Superstructures POOP, BRIDGE & FORECASTLE

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	<u>5 3/4"</u>	Corresponding Freeboard <u>9'-2 3/4"</u>
FRESH WATER LINE	" " "	<u>8 1/4"</u>	" " <u>7'-11"</u>
TROPICAL LINE	" " "	<u>7 1/2"</u>	" " <u>8'-6 1/2"</u>
WINTER LINE	below " "	<u>7 1/2"</u>	" " <u>8'-7 1/4"</u>
WINTER NORTH ATLANTIC LINE	" " "	<u>12 1/2"</u>	" " <u>9'-10 1/4"</u>
			" " <u>10'-3 1/4"</u>

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

E. Lyle
for Chief Surveyor

Passed at a meeting of the Canadian Committee of the British Corporation Register of Shipping and Aircraft
 on the 7th Oct. 1948.

E. Macmillan
Secretary
Canadian Committee

Reported at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft
 on the 3rd November 1948



COMPUTATION OF FREEBOARD

Length on summer load line ^{BP} 503'-0" Moulded Breadth 68'-0" Moulded Depth 39'-3" 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 $\frac{\Delta \times 35}{L \times B \times D \times .85} = \frac{24416 \times 35}{503 \times 68 \times 33.36} = .748$
 Displacement and tons per inch immersion in salt water at summer load line

Moulded depth	39.25		Deduction for Fresh Water	$\frac{\Delta}{40T} = \frac{21910}{40 \times 67} = 8\frac{1}{4}$ inches
Stringer Plate	.08		Round of Beam Correction	
Sheathing on exposed deck T $(\frac{L-S}{L})$	-		Ships Round of Beam	18.50 inches
Rise of floor (in sailers)	-		Standard Round of Beam	$\frac{B \times 12}{50} = \frac{68 \times 12}{50} = \frac{16.32}{2.18}$
Depth for Freeboard (D)	39.33		Difference	2.18
Table Depth	$503/15 = 33.55$		Restricted to	
Depth Correction	$578 \times 3 = 17.34$		Correction	$\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = \frac{2.18}{4} \times \frac{6}{7} = .33$
If restricted by superstructures				

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop	107.57	+2.63	8'-8" ^{9/16}			110.20	Standard Height of Superstructure
Raised Quarter Deck							" " R.Q.D.
Bridge	35.75	+2.87	8'-0"			38.62	Percentage covered S/L =
Forecastle	52.63	+0.75	9'-6" ^{7/8}			53.01	" " E/L = $\frac{201.83}{563} = .461$
Trunk Aft							" from Table line A, B, (corrected for absence of forecastle if required)
" Forward							Percentage from Table by interpolation for Bridge less than .2L if required =
Tonnage Opening Aft							Deduction =
" " Forward							Percentage from Table for Tankers (or Timber ships) =
Totals							Deduction = $42 \times .311 = 13.06$

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.	16.00	+1.55	13.50	1	31.50	Mean Actual sheer aft =
$\frac{1}{2}$ L from A.P.	2.25	+1.75	3.00	4	12.00	" Standard " "
$\frac{1}{3}$ L from A.P.	0	-	-	2	-	Mean Actual sheer forward =
Amidships	-	-	-	4	-	" Standard " "
$\frac{1}{3}$ L from F.P.	0	-	-	2	-	Length of enclosed superstructure forward of amidships =
$\frac{1}{2}$ L " "	5.44	-	5.44	4	21.76	Length of Ship
F.P.	18.00	-	18.00	1	18.00	Length of enclosed superstructure aft of amidships =
				18	83.26	Length of Ship
Effective Mean Sheer						Sheer Correction = Difference $\times (.75 - \frac{S}{2L}) = 25.52 \times (.75 - \frac{39}{2}) = 14.18$
Standard " " .05L + 5						
Difference						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 =

Correction for co-efficient = $88.9 \times \frac{.748 + .68}{1.36} = 92.52$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		
Depth correction	17.34		Sailer, Tanker, Steamer	Timber
Deduction for superstructures		13.06	Depth to Freeboard Deck in feet	39'-4"
Sheer correction	14.18		Summer Freeboard in feet	9'-23/4"
Round of Beam correction		.33	Moulded Draught (d)	30'-1/4" (d1)
Correction for thickness of deck amidships			Addition for Keel	
Other corrections, scantlings, etc.			Extreme draught	30'-2"
	31.52	13.39	Deduction for Tropical and addition for Winter freeboard d/4 =	7 1/2" ins.
Summer Freeboard in inches		110.65	Addition for Winter North Atlantic (if required)	= 12 1/2" ins.
Additional allowance for superstructures on			Deduction for Tropical Timber Freeboard d/4	= ins.
Timber carrying ships			Addition for Winter " " d/3	= ins.
Summer Timber Freeboard in inches			" " N.A. Timber Freeboard (if required)	= ins.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIP'S NAME **PINNACLES** OFFICIAL NUMBER **179,220**
 Nationality and Port of Registry **CANADIAN, MONTREAL, P.Q.**

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	—	17.9#	3 2x3 2x4.9# 1A 9x4x17.9# BR	2'-4"	WELDED	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
R.Q.D. "						1 @ 5'-7 1/8" x 4'-1 3/8"	1'-6 1/2"	
Bridge Aft Bulkhead	—	2.2#	4x3x7.2# 1A	2'-6"	"	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
" Forward "	—	1.8 0#	9x4x17.9# BR	2'-6"	"	2 @ 5'-0" x 2'-4"	1'-6"	8'-0"
Forecastle Bulkhead	—	12.2#	4x3x7.2# 1A	2'-6"	BOTTOM FREE TOPS BKTD	1 @ 5'-0" x 2'-4" WITH WTD (S) 1-5'-0" x 2'-4" (P)	1'-6"	9'-11"
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								
Deckhouses on flush deck ships								

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

Poop Bulkhead	2 STEEL HINGED W.T.D. - MANIPULATED BOTH SIDES.
R.Q.D. "	" " " (1 PZIS) " " "
Bridge Aft Bulkhead	1 BOLTED PLATE SLIDING DOOR (C.L.) - HOOK BOLTS MANIPULATED EXTERNALLY.
" Forward "	STEEL HINGED W.T.D. (1 PZIS) MANIPULATED BOTH SIDES.
Forecastle Bulkhead	1 BOLTED PLATE SECURED BY HOOK BOLTS WITH W.T.D. WSGT.
Exposed Machinery Casings on Freeboard or R.Q. Decks	(W.T.D. MANIPULATED BOTH SIDES) STOP - W.T.D. MANIPULATED BOTH SIDES (P).
Exposed Machinery Casings on superstructure decks	NOT APPLICABLE
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					
Forward Well		OPEN	RAILS.		

State fore and aft position and height above deck to bottom of port, for each port }
 After Well
 Forward Well

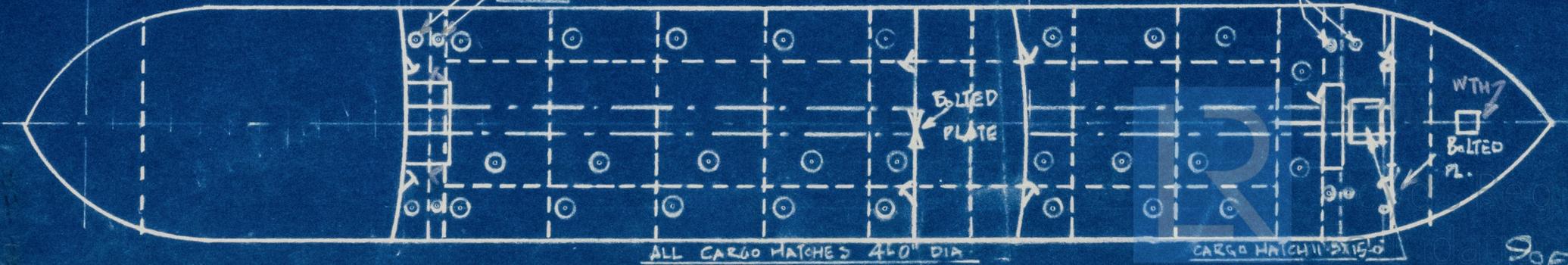
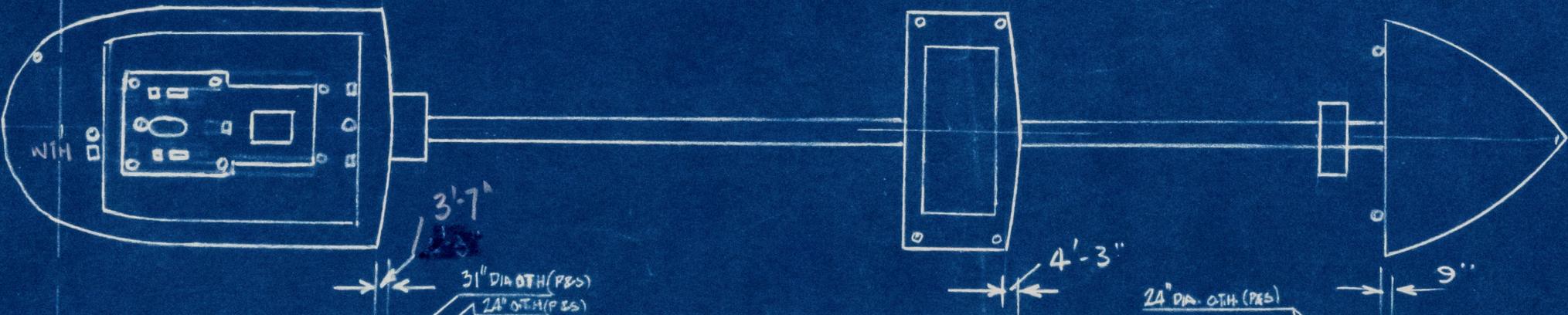
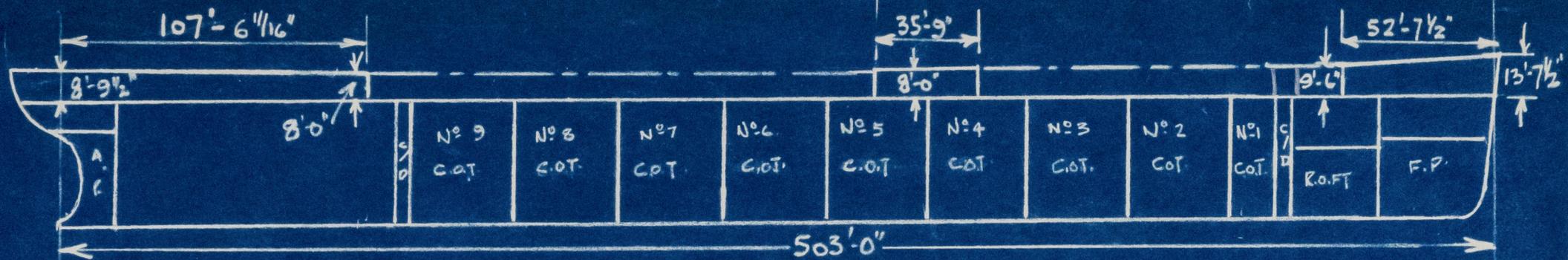
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

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



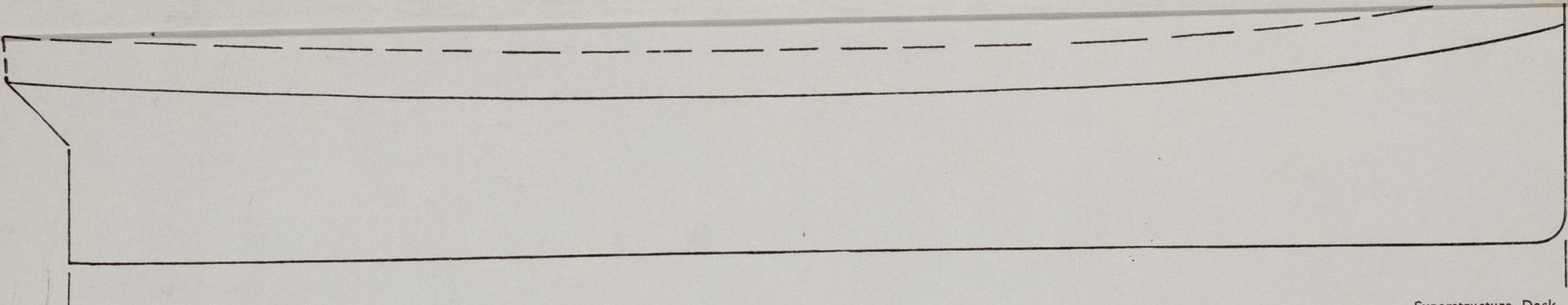
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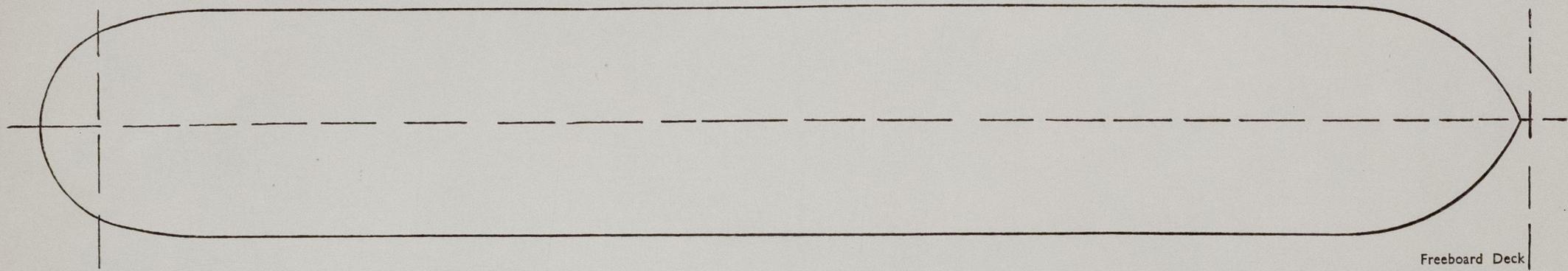


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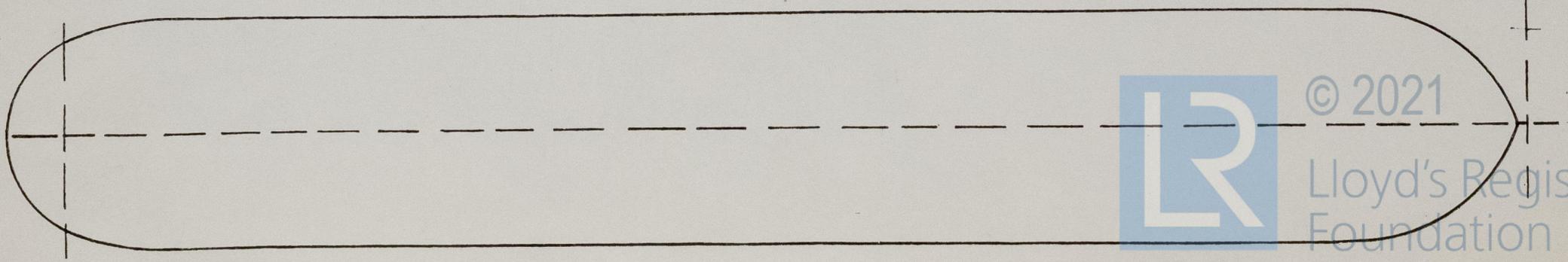
SOFT



Superstructure Deck



Freeboard Deck



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PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	DRY CARGO HATCH	RESERVE OIL BUNKER (IP&IS)	FORWARD COFFERDAM (IP&IS)	ZC CARGO OIL HATCHES	MAIN OIL BUNKERS (IP&IS)	UPPER DECK (INTABLE C.L)	AFTER COFFERDAM (IP&IS)
Dimensions of Hatchway	11'-3" x 15'-0"	27" DIA.	24" DIA.	4'-0" DIA.	30" DIA.	3'-0" x 3'-0"	24" DIA.
COAMINGS	Height above steel wood deck	30"	24"	30"	30"	30"	24"
	Thickness sides ends	7/16"	7/16"	9/16"	7/16"	7/16"	7/16"
	Stiffeners	3 1/2" x 3/8 FB					
	Brackets or Stays	FL ² PLATE					
HATCH BEAMS	Number						
	Spacing						
	Scantling and Sketch						
Bearing Surface and thickness of carriers or sockets							
FORE AND AFTERS	Number						
	Spacing						
	Unsupported lengths						
	Scantling and Sketch						
Bearing Surface and thickness of carriers or sockets							
HATCH COVERS	Material	W.T. STEEL	O.T. STEEL	W.T. STEEL	O.T. STEEL	W.T. STEEL	W.T. STEEL
	Thickness						
	How Fitted	HINGED	HINGED	HINGED	HINGED	HINGED	HINGED
	Bearing Surface						
Spacing of Cleats	WING NUTS 2" CRS.	WING NUTS	WING NUTS.	WING NUTS.	WING NUTS.	WING NUTS.	WING NUTS.
Number of Tarpaulins	—	—	—	—	—	—	—

b/s 7/200

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

Are lashings provided in accordance with rule requirements? —

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

Are battens and wedges efficient and in good condition? —



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

4 - 4" , 5 - 2" & 6 - 1 1/2" fitted in Engine Room from Poop Spaces with non-return brass check valves at slipside & shut-off gate valves.

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

15" dia. Side Scuttles with hinged permanent deadlights fitted in Poop accommodation.

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

None below Freeboard Deck.

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

2 Pipe Rails with flat bar stanchions fitted on Upper, Poop & Forecastle Decks.

Bridge Deck fitted with 30" steel bulwark.

Gangways and Lifelines

F. & A. permanent gangway fitted between Poop Bridge & Forecastle.

Gangway, Cargo and Coaling Ports in sides of ship

None.



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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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