

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

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

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

Particulars of Classification BS (TANKER). Name of Surveyor R. LYLE.

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



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COMPUTATION OF FREEBOARD

Length on summer load line $503'-0"$ 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 $\left(\frac{L-S}{L}\right)$ — Ships Round of Beam 18.50 inches
 Rise of floor (in sailers) — Standard Round of Beam $\frac{B \times 12}{50} = \frac{68 \times 12}{50} = 16.32$
 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 $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = \frac{2.18}{4} \times \frac{4}{7} = .33$
 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" 8.67			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 =
		A					" " E/L = $\frac{201.83}{503} = .401$
Forecastle	52.63	+0.75	9'-6" 9.5			53.01	" from Table line A, B, (corrected for
Trunk Aft			13'-7" 13.58				absence of forecastle if required)
" Forward							Percentage from Table by interpolation for Bridge
Tonnage Opening Aft							less than .2L if required =
" " Forward							Deduction =
Totals							Percentage from Table for Tankers (or Timber ships) =
							Deduction = $42 \times .31 = 13.06$

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	16.00	+15.5	31.50	1	31.50
$\frac{1}{8}$ L from A.P.	2.25	+7.5	300	4	12.00
$\frac{1}{8}$ L from A.P.	0	—	—	2	—
Amidships	—	—	—	4	—
$\frac{1}{8}$ L from F.P.	0	—	—	2	—
$\frac{1}{8}$ L " "	5.44	—	5.44	4	21.76
F.P.	18.00	—	18.00	1	18.00
				18	83.26

Effective Mean Sheer = 4.625
 Standard " " .05L + 5 = 30.15
 Difference = 25.52

Mean Actual sheer aft =
 " 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 $\times \left(.75 - \frac{S}{2L}\right) = 25.52 \times \left(.75 - \frac{39}{2}\right) = 14.18$
 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 =

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 $\frac{3}{4}$ "
Round of Beam correction		33	Moulded Draught (d)	30'-1 $\frac{1}{4}$ " (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 $\frac{1}{2}$ " ins.
Summer Freeboard in inches			Addition for Winter North Atlantic (if required)	12 $\frac{1}{2}$ " ins.
Additional allowance for superstructures on			Deduction for Tropical Timber Freeboard d/4	ins.
Timber carrying ships			Addition for Winter " " $\frac{d}{3}$	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#	32x32x4.9#A 9x4x17.9#B.P.	2'-4"	WELDED	225.0"x2.4"	1'-6"	8'-0"
R.Q.D. "						125.178"x4.134"	1'-6 1/2"	
Bridge Aft Bulkhead	—	12.2#	4x3"x7.25"1A	2'-6"	"	225.0"x2.4"	1'-6"	8'-0"
" Forward "	—	18.0#	9x4x17.9#P.P.	2'-6"	"	225.0"x2.4"	1'-6"	8'-0"
Forecastle Bulkhead	—	12.2#	4x3"x7.25"1A	2'-6"	BOTTOM FREE TOPS BKTD	170.6"x4.134" WITH WTD (S) 1-5.0"x2.4"1P	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 Super-								
structures 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. "	" " " (1P2S) " " "
Bridge Aft Bulkhead	1 BOLTED PLATE SLIDING DOOR (C.L.) - HOOK BOLTS MANIPULATED EXTERNALLY.
" Forward "	STEEL HINGED W.T.D. (1P2S) MANIPULATED BOTH SIDES.
Forecastle Bulkhead	1 BOLTED PLATE SECURED BY HOOK BOLTS WITH W.T.D. INSET.
Exposed Machinery Casings on	(W.T.D. MANIPULATED BOTH SIDES) STOP - 1 W.T.D. MANIPULATED BOTH
Freeboard or R.Q. Decks	SIDES (P).
Exposed Machinery Casings on	
superstructure decks	
Machinery Casings within Super-	
structures 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		OPEN	RAILS.		
Forward Well					

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

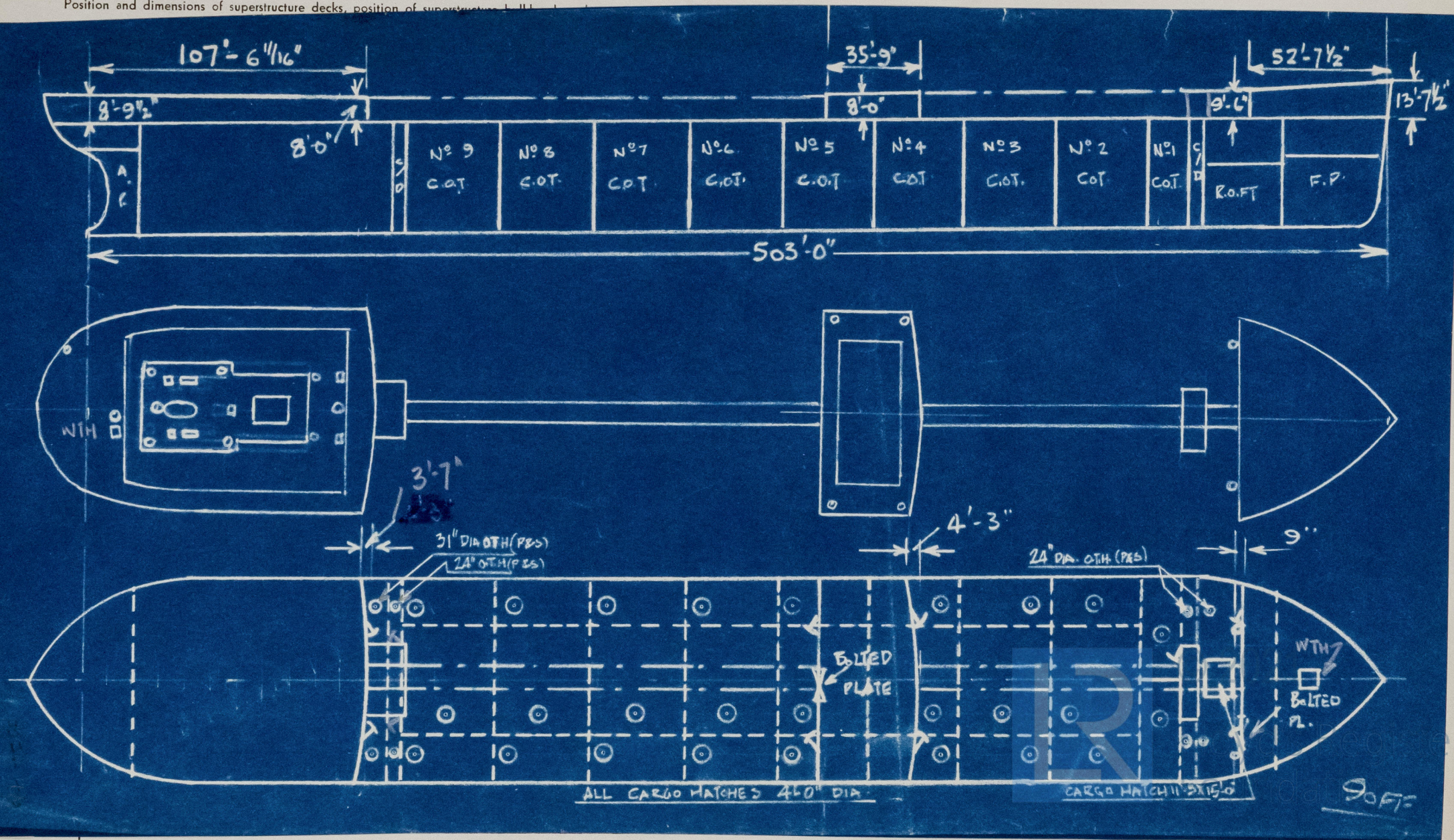
Give particulars of freeing port area, etc., on superstructure decks

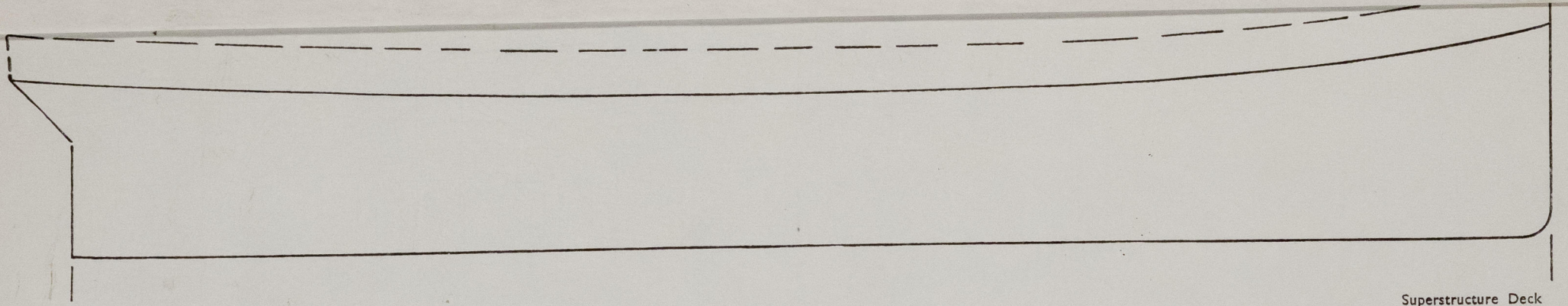


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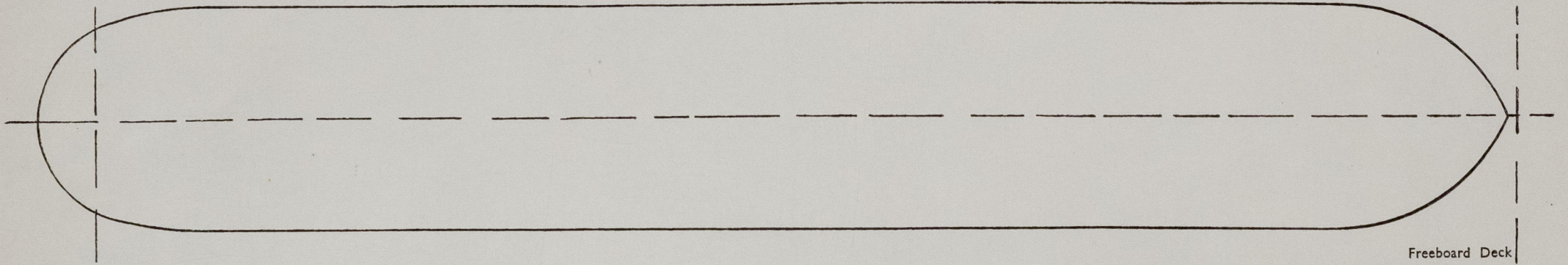
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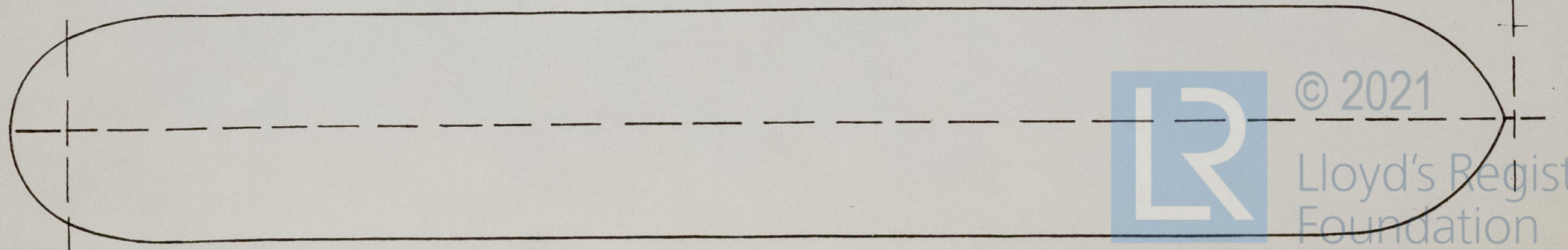




Superstructure Deck



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)	ZL CARGO OIL HATCHES	MAIN OIL BUNKERS (IP&IS)	UPPER DECK (INTOLLE 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 deck { steel wood	30"	24"	30"	30"	30"	24"
	Thickness { sides ends	7/16"	7/16"	9/16"	7/16"	7/16"	7/16"
	Stiffeners	3" x 3/8 FB					
HATCH BEAMS	Brackets or Stays	FL? PLATE					
	Number						
	Spacing						
	Scantling and Sketch						
FORE AND AFTERS	Bearing Surface and thickness of carriers or sockets						
	Number						
	Spacing						
	Unsupported lengths						
HATCH COVERS	Scantling and Sketch						
	Bearing Surface and thickness of carriers or sockets						
	Material	W.T. STEEL	O.T. STEEL	W.T. STEEL	O.T. STEEL	W.T. STEEL	W.T. STEEL
	Thickness						
HATCH COVERS	How Fitted	HINGED	HINGED	HINGED	HINGED	HINGED	HINGED
	Bearing Surface						
Spacing of Cleats	WING NUTS 21 CRS.	WING NUTS	WING NUTS.	WING NUTS.	WING NUTS.	WING NUTS.	WING NUTS.
Number of Tarpaulins	—	—	—	—	—	—	—

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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Give full particulars of the following:—

Fiddle, 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 fiddle covers, and if these are permanently attached in their proper positions)

6 openings IP&IS. 5'-0" x 2'-0" & IP&IS 4'-6" x 2'-0" - 6" coaming hinged steel covers
 escape hatches 3 @ 2' x 2' " " " " " "
 30" dia. bowl vents IP&IS - 6' cmg, IP&IS - 5' cmg, IP&IS - 11'-6" cmg all above fiddle.
 & IP&IS - 11' cmg. above Boat D^K - 36" intake vents - 1-8' above Boat D^K +
 1-8' above Fiddle.
 E.R. Skylight - steel bolted to 6" 1A welded to Fiddle Top

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

1 - 18" dia flush scuttle - Poop D^K

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)

Forward Pump Room - Steel stiffened with 1 W.T.D manipulated both sides
 After " " " " " " " W.T.D (IP&IS) " " "

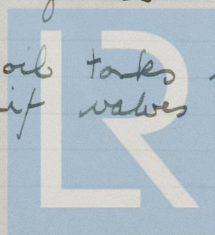
Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Foyle D ^K	1 - 12" dia. C.V.	6' cmg welded	W.T. hinged flap.
" "	1 - 12" " MV	3' " "	Screw Down.
Upper D ^K	1 - 12" " CV	" "	W.T. hinged flap (led thro Foyle D ^K)
	2 - 15" " CV	10' " "	" stayed to Foyle D ^K - W.T. hinged flap
	2 - 15" " CV	3' cmg above top of Pp R ^m	- W.T. hinged flap.
	2 - 24" " CV	27'-6" welded & stayed	- on Key posts to aft Pp. Rm
	1 - 24" " MV	11' welded.	* aft Pp. Rm.
Bridge D ^K	4 - 12" " CV	3' cmg welded	W.T. hinged flap.
Poop D ^K	2 - 18" " CV	11' " "	" " "
" "	1 - 16" " MV	3' " "	Screw Down.
" "	1 - 9" x 14" " "	30" " "	" " "

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

Upper Deck	4 - 6" Air Pipes from Main Reserve Oil Fuel Bunkers	9' with patent Safety fitting
	4 - 2 1/2" " " " " " " " "	Copperdams 3'-6" " " " "
Foyle Deck.	1 - 4" " " " " " " " "	Fore Peak 4'-0" " " " "
Poop	1 - 4" " " " " " " " "	Aft Peak 3'-6" " " " "

4" air pipes from all cargo oil tanks led up mast with automatic relief valves at gangway level.



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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 shipside & 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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