Form LL. 4.C. Revised

Plan Bag. (Loadlines not required)

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

MOTOR FISHING VESSEL, ~~STEAMER, TANKER, SAILER~~: "ALFTANES" ~~WITH~~ / WITHOUT TIMBER DECK CARGO

Nationality BRITISH.

Port of Registry HULL.

Official Number

Gross Tonnage 192·96

Date of Build 1943.

RECONSTRUCTED 12/1948

Particulars of Classification

Builders' Name and No. of Ship FRANK CURTIS LTD PAR. CORNWALL.

RECONSTRUCTED CLAYSON & SONS BARTON ON HUMBER.

Owners ODDSSEN & Co. HULL.

Port and Date of survey HULL.

Name of Surveyor THOS. L. DIXON.

Names of Sister Ships ——

Type of Superstructures FORECASTLE.

Trade of Ship FISHING PURPOSES.

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood..... ~~steel~~)

		Corresponding Freeboard
TROPICAL FRESH WATER LINE above centre of disc		
FRESH WATER LINE	" " "	" "
TROPICAL LINE	" " "	" "
WINTER LINE	below " "	" "
WINTER NORTH ATLANTIC LINE	" " "	" "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

		Corresponding Freeboard
TROPICAL FRESH WATER Timber line above L.S.		
FRESH WATER	" " " "	" "
TROPICAL	" " " "	" "
WINTER	" " below "	" "
WINTER NORTH ATLANTIC	" " " "	" "

Not Required

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 ,

Secretary

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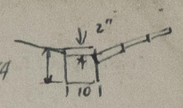

COMPUTATION OF FREEBOARD

Length on summer load line 105'-0" Moulded Breadth 22'-6" Moulded Depth 12'-0" BU Depth of Keel 12"

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

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

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

Moulded depth

Stringer Plate

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

Rise of floor (in sailers)

Depth for Freeboard (D)

Table Depth

Depth Correction

If restricted by superstructures

Deduction for Fresh Water $\frac{\Delta}{40\,T}$ = inches

Round of Beam Correction

Ships Round of Beam inches

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

Difference

Restricted to

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right)$ =

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge {		F				
		A				
Forecastle						
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.				1	
$\frac{1}{6}$ L from A.P.				4	
$\frac{1}{3}$ L from A.P.				2	
Amidships				4	
$\frac{1}{3}$ L from F.P.				2	
$\frac{1}{6}$ L ,, ,,				4	
F.P.				1	
				18	

Effective Mean Sheer =

Standard ,, ,, ·05L+5 =

Difference

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 X $(\cdot 75 - \frac{S}{2L})$ =
=

If limited on account of midship superstructure =

,, to maximum allowance of 1½ ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required =

Correction for co-efficient = =

	+	−
Depth correction		
Deduction for superstructures		
Sheer correction		
Round of Beam correction		
Correction for thickness of deck amidships		
Other corrections, scantlings, etc.		

Summer Freeboard in inches =

Additional allowance for superstructures on Timber carrying ships =

Summer Timber Freeboard in inches =

DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet		
Summer Freeboard in feet		
Moulded Draught (d)		(d1)
Addition for Keel		
Extreme draught		

Deduction for Tropical and addition for Winter freeboard d/4 = ins.

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

Deduction for Tropical Timber Freeboard d/4 = ins.

Addition for Winter ,, ,, $\frac{d\,1}{3}$ = ins.

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

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

CONDITIONS OF ASSIGNMENT

SHIP'S NAME "ALFTANES" OFFICIAL NUMBER

Nationality and Port of Registry HULL

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	2½"2 Ply. DIAG.		4" × 2½"	30"	CHECKED IN.	1 2'-5" × 2'-0"	20"	7'-0"
Trunk, Aft								
,, Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks		¼"	3 × 5/16 FLAT	30"	BRACKETS TOP SNIPED BOTTOM	—	—	—
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances								
Deckhouses on flush deck ships		¼	3 × 5/16 FLAT	30"	BRACKETS TOP SNIPED BOTTOM	1 2'-9" × 21"	21"	7'-6"

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

Poop Bulkhead	
R.Q.D. ,,	
Bridge Aft Bulkhead	
,, Forward ,,	
Forecastle Bulkhead	WOOD DOOR 2" THICK. COMMON LOCK OPERATED BOTH SIDES.
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	
Deck houses on Flush Deck ships	STEEL DOOR ¼ RATE COMMON LOCK OPERATED 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			3 @ 2'-9" × 12"		
Forward Well			1 1½ SLOT OVER COVERING BOARD FOR 60'-0"		

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

After Well: FROM FOLE FRONT 26'-0" □ 17'-0" □ 36'-0" □

Forward Well:

State whether freeing ports are fitted with shutters, bars or rails, and give particulars LINE RAIL OVER EACH PORT

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

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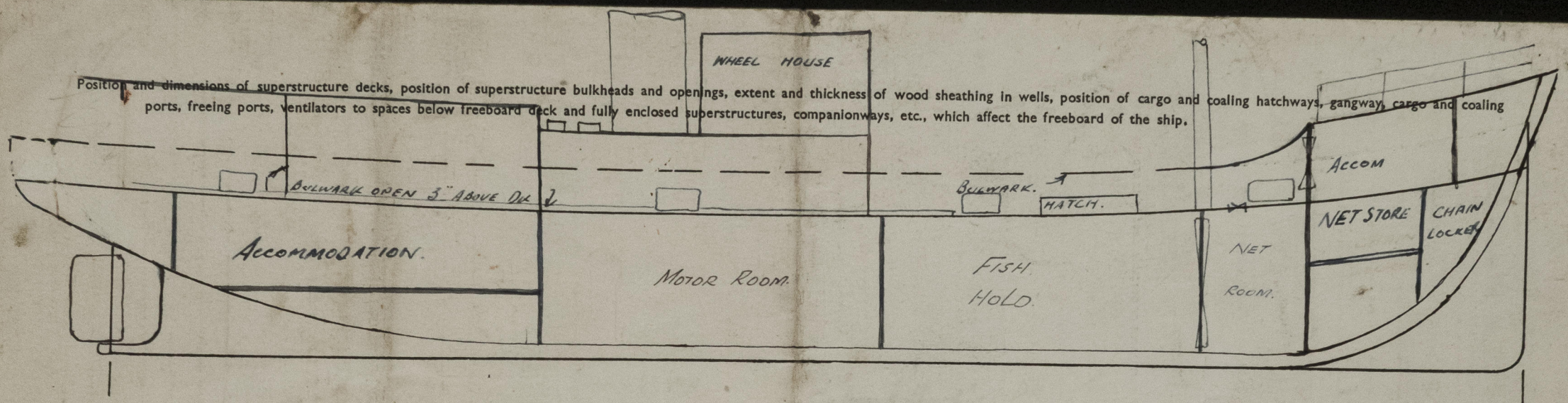
Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed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



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward		No 1
Dimensions of Hatchway		12-0 x 6-0
COAMINGS — Height above steel/wood deck		12"
COAMINGS — Thickness sides/ends		5/16"
COAMINGS — Stiffeners		—
COAMINGS — Brackets or Stays		—
HATCH BEAMS — Number		—
HATCH BEAMS — Spacing		—
HATCH BEAMS — Scantling and Sketch		NONE
HATCH BEAMS — Bearing Surface and thickness of carriers or sockets		
FORE AND AFTERS — Number		
FORE AND AFTERS — Spacing		
FORE AND AFTERS — Unsupported lengths		NONE
FORE AND AFTERS — Scantling and Sketch		
FORE AND AFTERS — Bearing Surface and thickness of carriers or sockets		
HATCH COVERS — Material		FIR.
HATCH COVERS — Thickness		2¾"
HATCH COVERS — How Fitted		ATHWARTSHIP.
HATCH COVERS — Bearing Surface		3"
Spacing of Cleats		2'-0" F&A 14" ATH
Number of Tarpaulins		2

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)

2 FIDDLEY HATCHS 2'-0" × 1'-6" WITH 12" CMG. & HINGED STEEL COVERS.
1 NO E.R. SKYLIGHT.
2 - 14" VENTS WITH 33" CMG ON CASING 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 - 14 FLUSH C.I. SCUTTLE WITH BAYONET JOINT TO NET ROOM.

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)

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)

4 - 8" FRENCH TOP VENTS TO ACCOM AFT.
2 - 8" " " " FORECASTLE
3 - 6" M.VENTS ON CASING TOP TO ACCOM.
2 - 14" COWL VENTS " " " TO ENGINE ROOM.

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

1 - 2½" A.P. SCREWTIGHT TOP P&S TO FORD E.R. OIL TANKS. ON F.BD DK
1 - 2½" A.P " " P&S " AFT E.R. " " " "
1 - 2½" A.P ——— P&S " BALLAST TANKS " " "
1 - 2" A.P P&S " F.W. TANKS ON CASING TOP

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

22 4" GALVANISED WASTE PIPES TO LAVS. FITTED WITH G.M. SCREW DOWN VALVES AND P&S

DRAINAGE OFF DECK BY MEANS OF GAP BETWEEN BULWARK & COVERING BOARD.

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

2 - 9" BRASS SCUTTLES TO FORECASTLE. FIXED. WITH DEADLIGHTS
2 - 9" " " P&S IN ENGINE CASING. " "
2 - 9" " " P&S IN DR HOUSE. " "

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

NONE. BELOW. DK.

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

WOOD BULWARK. ON F.BD DECK
RAILS 3'-0" HIGH ON P.&S. DK. (2 WIRE)

Gangways and Lifelines

LIFELINES AS NECESSARY.

Gangway, Cargo and Coaling Ports in sides of ship

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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