

23 JUL 1932

32057

Index. No. (For London Office only.)

No. 100782.

Rpt. C.11.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

Having *Poop, Bridge and Forecastle Decks.*

(Type of Superstructures.)

Ship's Name <b>"COUNSELLOR"</b>	Nationality and Port of Registry <i>British Liverpool</i>	Official Number <i>149596</i>	Gross Tonnage <i>5068</i>	Date of Build <i>1926-8m</i>
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Moulded Dimensions: Length *LWL 393.92* Breadth *52.29* Depth *30.6* *11923*

Moulded displacement at moulded draught = 85 per cent. of moulded depth *See last on Back Page* tons

Coefficient of fineness for use with Tables *781*

Port of Survey *Liverpool*

Date of Survey *July 1932*

Name of Surveyor *R.R. Ruthven*

Particulars of Classification *100 A.I.*  
*S.S. Liv. No. 31*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <i>30.5</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(30.54 - 26.26) 3 = 12.84</i>	Moulded Breadth (B) <i>52.29</i>
Stringer plate <i>48 in way of bridge</i> ... <i>60</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <i>12.55</i>
Sheathing on exposed deck <i>3 on Poop Deck</i> $T \left( \frac{L-S}{L} \right) =$ <i>2 1/2 Poop Transverse</i>	If restricted by superstructures	Ship's Round of Beam = <i>13</i>
Depth for Freeboard (D) = <i>30.54</i>		Difference <i>45</i>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <i>4.828</i> <i>4 - .05</i>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>37.50</i>	<i>37.50</i>	<i>7-11 1/2</i>		<i>37.50</i>	Standard Height of Superstructure <i>7-4 1/2</i>
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure <i>41.59</i>
" overhang ...						Percentage covered $\frac{S}{L} =$ <i>52.15</i>
Bridge enclosed <i>8 ft</i> ...	<i>121.28</i>	<i>121.28</i>	<i>7-11 1/2</i>		<i>121.28</i>	" " $\frac{S_1}{L} =$ <i>51.72</i>
" overhang aft ...	<i>6.72</i>	<i>5.04</i>			<i>5.04</i>	" " $\frac{E}{L} =$ <i>51.72</i>
" overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Fore enclosed ...	<i>39.92</i>	<i>39.92</i>	<i>7-11 1/2</i>		<i>39.92</i>	Percentage from Table, Line B. (corrected for absence of forecastle (if required)) <i>37.72</i>
" overhang ...						Interpolation for bridge less than 2L (if required)
Trunk aft ...						Deduction = <i>41.59 + 37.72 = 15.69</i>
" forward ...						
Tonnage opening aft ...						
" " forward						
Total ...	<i>205.42</i>	<i>203.74</i>			<i>203.74</i>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<i>49.39</i>	1		<i>49.39</i>	<i>53.53</i>	<i>53.00</i>	1		<i>53.00</i>	Mean actual sheer aft = <i>Excess</i>
1/4 L from A.P. ...	<i>21.98</i>	4		<i>87.92</i>	<i>22.9</i>	<i>22.91</i>	4		<i>91.64</i>	Mean actual sheer forward = <i>Excess</i>
2/4 L " ...	<i>5.44</i>	2		<i>10.88</i>	<i>6.0</i>	<i>5.72</i>	2		<i>11.44</i>	Mean standard sheer forward
Amidships ...		4					4			Length of enclosed superstructure forward of amidships = <i>&gt; 1L</i>
3/4 L from F.P. ...	<i>10.87</i>	2		<i>21.74</i>	<i>12.0</i>	<i>12.63</i>	2		<i>25.26</i>	" " aft of " = <i>&gt; 1L</i>
1/4 L " ...	<i>43.95</i>	4		<i>175.80</i>	<i>51.5</i>	<i>50.55</i>	4		<i>202.20</i>	
F.P. ...	<i>98.78</i>	1		<i>98.78</i>	<i>118</i>	<i>118</i>	1		<i>118.00</i>	
Total ...				<i>444.51</i>					<i>501.54</i>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{57.03}{18} (.75 - \frac{2607}{203.74}) = 1.55$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Ft.

Depth to Freeboard Deck = *30.54*

Summer freeboard = *5.85*

Moulded draught (d) = *24.69*

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = *6.17 6/4*

Addition for Winter North Atlantic Freeboard (if required) =

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction =  $\frac{\Delta}{40 T}$  inches

=

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{68 + 781}{136}$

	+	-
Depth Correction ...	<i>12.84</i>	
Deduction for superstructures ...		<i>15.69</i>
Sheer correction ...		<i>1.55</i>
Round of Beam correction ...		<i>45</i>
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc. ...		
	<i>12.84</i>	<i>17.29</i>

Summer Freeboard = *70.35*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Steel*, Deck:—*5-10 1/4*

Tropical Fresh Water Line above Centre of Disc ...

Fresh Water Line " " ...

Tropical Line " " ...

Winter Line below " " ... *6 1/4*

Winter North Atlantic Line " " ...

Tropical Fresh Water Freeboard ...

Fresh Water " " ...

Tropical " " ...

Winter " " ...

Winter North Atlantic " " ...



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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS						
Upper 5th - Bridge - Upper 5th - Bridge						
Description of Hatchway	1	2	3	4	5	3
Dimensions of Hatchway	22-6x16-11	29-3x16-11	8-11x16-11	33-3x17-0	22-6x16-11	13-5x17-0
COAMINGS	Height above Deck	30"	as	30	as	18
	Thickness	.50	as	.44	as	.44
	Sides	.44	no 1	.44	no 2	.44
	Stiffeners	7x3x.40	✓	✓	✓	✓
HATCH BEAMS	Brackets, Stays	✓	2-2 dia stays	✓	1	✓
	Number	4	5	1	6	4
	Spacing	4-6	4-10 1/2	4-5 1/2	4-9	4-6
	Scantling and Sketch	PLT 14 1/2 x 36 angles 4x3x.38 top 6x3 1/2 x 50 A	PLT 15 1/2 x 36 angles as no 1	PLT 12 x 34 angles 4x3x.38 top 6x3 1/2 x 50	PLT 14 1/2 x 36 angles as no 1	PLT 14 x 36 angles 4x3x.38 6 1/2 x 4 x 50
FORE AND AFTERS	Bearing Surface	3 1/2	=	=	=	=
	Number					
	Spacing					
	Unsupported Lengths					
HATCH COVERS	Scantling* and Sketch					
	Bearing Surface					
	Material	WW	as	WW	as	as
	Thickness	3	no 1	2 3/4	no 1	no 3
Spacing of Cleats	How fitted	4+4	✓	4+4	✓	no 3
	Bearing Surface	3	✓	3	✓	✓
Number of Tarpaulins		24	As no 1			24
		3				2

\*Are wood fore and afters steel shod at all bearing surfaces? ✓  
 Are battens and wedges efficient and in good condition? Yes  
 Are tarpaulins in good condition and in accordance with rule requirements? Yes  
 Are lashings provided in accordance with rule requirements? Yes.

## Particulars of fiddle, funnel and ventilator coamings:-

Engine Room skylight, steel strongly constructed efficient ✓  
 Funnel & Ventilator Coamings are efficient. ✓  
 Hinged steel covers over fiddle gratings ✓  
 Hatch over bunking brids space 66x45. Coaming 9x3 1/2 x 50 ang. 25 steel hinged cover, Haaps padlock. No gratings  
 Working hatch on casing top 5-0x17-0. Coaming 8x3 B.G. w. w covers 2 3/4. 4+4. Bearing 2 1/2. Cleats 24" apart. 2 Tarpaulins

## Particulars of Flush Bunker Scuttles:-

None.

## Particulars of Companionways:-

None.

## Particulars of Ventilators in exposed positions on freeboard and superstructure decks:-

1 Vent. Fore 5th bow	9 dia	Coaming 18x32	To Peak Tank
1 Vent. Fore 5th	5	9	18x32 - Chain locker
1 Vent. Fore 5th	CL	22	36x40 - Hold 4 Turn 5th
1 Vent. Fore 5th	PVS	10	12x32 - Fore Turn 5th
4 Vents, upper 5th		18	48x40 - Hold 4 Turn
2 Bridge		18	30x40
2		14	30x36 - Lower Bunker
4 upper 5th		18	48x40 - Hold 4 Turn 5th

## Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:-

1-2 dia fore 5th bow	10 high	To Fore Peak Tank
1-2 dia	P. 14	To B.B. Tank
2-2 1/2 upper 5th	PVS 31	
2-2 1/2 Bridge	26	
1-2 1/2	26	
1-2	25	

## Particulars of Gangway Cargo and Coaling Ports:-

1-4 dia upper 5th	PVS 43	up inside derrick post	To deep Tanks
2-2 1/2	32	To B.B. Tank	
1-2 1/2	P. 32		
1-2	P. 5	apt Peak Tank	

None.

1 Vent. upper 5th	5	18 dia	Coaming 48x40	To deep Tanks
1 Vent.	CL	12	48x34	Shaft Tunnel
1 Prop	PVS	14	15x36	Crews passages
1 Vent.		8	8x30	Crews quarters
1 Vent.	apt	8	8x30	Heeling gear space
1 Vent. Deckhouse Top	CL	20	26x40	Hold 4 Turn 5th
1 Vent.	PVS	12	20x34	5th house
1 Vent.		12	16x34	Turn 5th
1 Vent.	CL	14	12x36	Larger 5th
1 Vent.	PVS	10	10x32	5th house
4 Vents		7	8x30	mess rooms

Wood plugs & canvas covers to all low vent coamings ✓

1-18 dia derrick post. Bridge 5th PVS. Strongly constructed  
 1-18 " " " upper 5th



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Particulars of Scuppers and Sanitary Discharge Pipes:—

Sanitary discharge pipes fitted with storm valves about 2-0" above upper deck from spaces above theboard SK  
 15  
 2-0 below  
 9 above aft  
 4-0 below  
 3-6 Bridge SK Bridge deck

Particulars of Side Scuttles:—

Side Scuttles in Fore Turn SKS fitted with efficient deadlights  
 Bridge  
 including Side Houses  
 Poop Turn SKS (Crews quarters)  
 Lazarete aft 1 P.T.S.

Particulars of Guard Rails:—

Guard rails on deck 42" high. 3 rods, stanchions about 52" apart  
 Steel bulwark - Bridge 42 - B.A. Stays. Guard rails abreast No 3 Hatch 4 rods  
 Guard rails on Poop SK 42 - 4 rods, stanchions at 52" apart.

Particulars of Gangways, Lifelines, etc.:—

Efficient lifelines with suitable supports provided port & starboard in forward & after well for the protection of the crew.  
 none.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
		efficiently supported				
After Well ...	98-6"	48"	3-6 x 1-4	3 <sup>5</sup>	21 75 <sup>4</sup>	19 <sup>3</sup> / <sub>4</sub>
Forward Well ...	90-0	48	3-6 x 1-4 "	3 <sup>5</sup>	19 75	18

State position of each freeing port ... After Well:—  
 (F. and A. position and height above deck edge) 12" Forward Well:—  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—  
 x Hinged shutter & Horizontal rail  
 x 70 " " 2 " rails

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ...	44	38	6 x 3 x 44 R.	30	✓	1 P.T.S. 57 x 24	18 <sup>1</sup> / <sub>2</sub>	7-11 <sup>1</sup> / <sub>2</sub>
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ...	38	30	3 x 3 x 38	30	✓	1 P.T.S. 69 x 63 59 x 25	18	7-11 <sup>1</sup> / <sub>2</sub>
Bridge, Forward Bulkhead ...	44	38	9 x 3 <sup>1</sup> / <sub>2</sub> x 50 R.	29	Three T & B.	2. Scuttles & D.L. + 7 Holes to Store	68" above SK	7-11 <sup>1</sup> / <sub>2</sub>
Forecastle Bulkhead ...	44	30	3 x 3 x 30	35	Three T & B at 60"	1 P.T.S. 70 x 39	19	7-11 <sup>1</sup> / <sub>2</sub>
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Vertical plating	38	5 x 3 x 38	42	To beam at top	1 P.T.S. 57 x 32 15 57 x 24	19	7-11 <sup>1</sup> / <sub>2</sub>
Exposed Machinery Casings on Superstructure Decks ...	38	30	3 x 3 x 38	33	Three at top	1 P.T.S. 57 x 24 E.R. 2 P.T.S. 57 x 24. Full	19	7-10
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	Vertical plating	38	5 x 3 x 38	54	To beam at top	1 P.T.S. 63 x 53 full short 15 57 x 24 full aft. 1 P.T.S. 64 x 60. 2000/11th 19 x 15 1 Vent sliding door.	19	7-11 <sup>1</sup> / <sub>2</sub>
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	Hinged wood doors, operated from both sides. Scuttles, no deadlights
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead ...	Hinged wood doors, operated from both sides / openings, channels & boards 3" full height / no openings.
Bridge, Forward Bulkhead ...	Scuttles fitted with deadlights. Vent opening carried up level with Bridge SK
Forecastle Bulkhead ...	openings. Channels & boards 3" full height
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	Double steel door. 3" } operated from both sides
Exposed Machinery Casings on Superstructure Decks ...	Double steel door. P. E.R. 1 P.T.S. full 4" } operated from both sides
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	Single steel hinged door, closes on outside. Load short Double " " 5" full on inside P. operated from both sides P. Both on inside, one half. Both other half, inside
Deckhouses on Flush Deck Ships ...	Sliding vent door P.

W433-0108 2/2



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—

Rpt. C. 11 (Contd.)

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# Lloyd's Register of Shipping.

Ship's Name COUNSELLOR

Official No. 149596

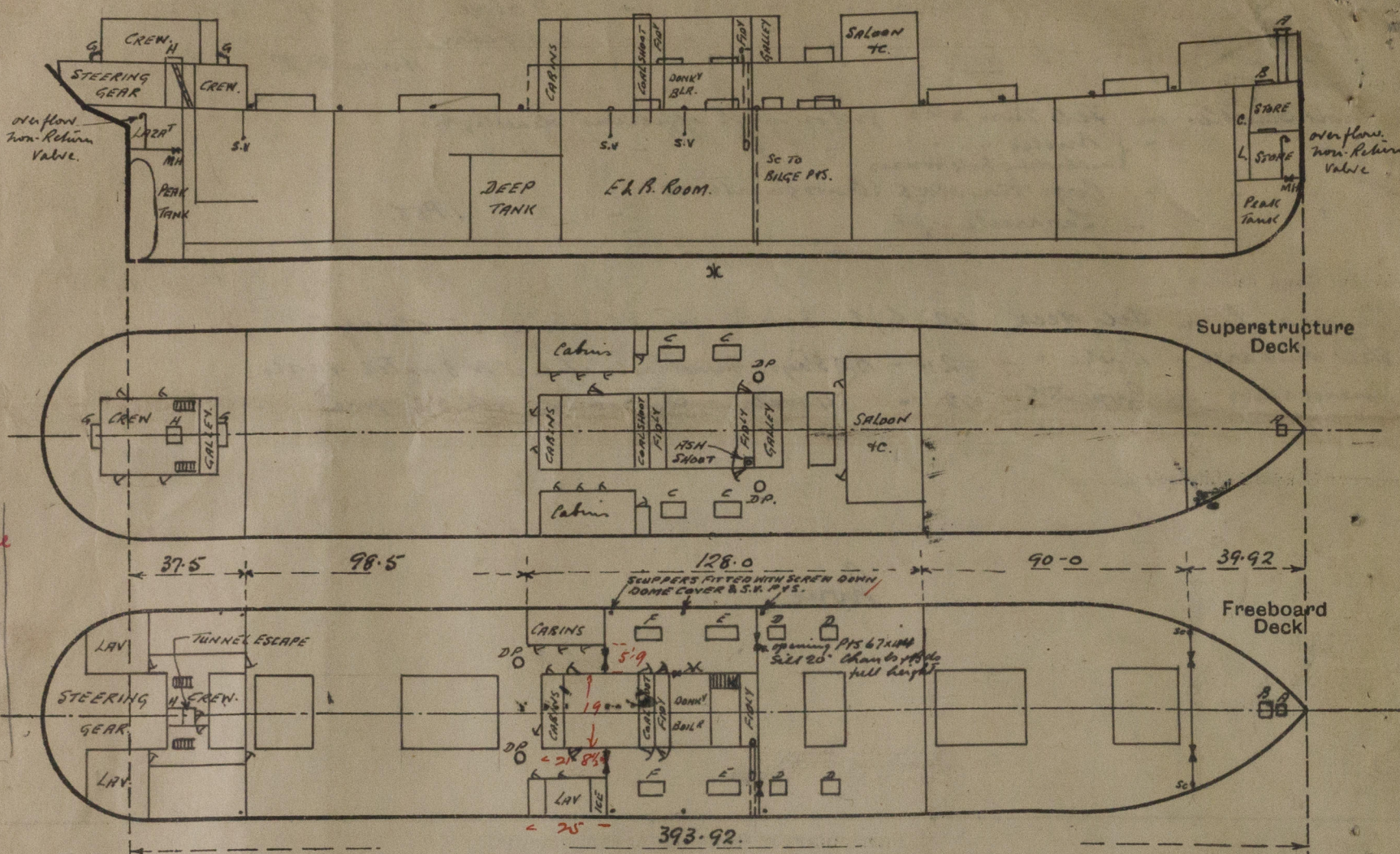
Memorandum of alterations reported since ship was surveyed for assignment of Load Lines

in JULY, 1932.

Hinged shutters removed from freeing ports in bulwarks, all freeing ports now fitted two horizontal rails. (Liv. April, 1937).

RETAIN

W433-0110



Brigs  
128-  
- 575x25  
PC  
32x4.5  
26  
= 131.28  
marking 672

A: Steel trunked hatch, 24 ft 30x22 to peak stores  
Laming 18x38  
Rolled & painted steel plate cover 38  
3/8 dia bolts, 4" C.C. ✓  
B: Hatch on upper 24 30x30 to peak stores  
Laming 18x38  
W.W. covers 2 3/4 ft 4 ft  
Bearing 2 1/2  
Cleats 24" apart  
Working bar  
1 Tarpaulin ✓  
D: Trimming hatches upper 24 30x24  
Laming 18x38  
W.W. covers 2 3/4 ft 4 ft  
Bearing 2 1/2  
Cleats 20" apart  
2 Tarpaulins ✓

State any special features in the construction of the ship:—

C: Loading hatches, Bridge 24 6'3x4'0  
Wood covers & iron gratings  
Laming 18x38  
W.W. covers 2 3/4 ft 4 ft  
Bearing 2 1/2  
Cleats 22" apart  
3 Tarpaulins ✓  
E: Loading hatches, upper 24 8'9x5'0  
F: " " " " 6'6x5'0  
Laming 30x32  
Bearing 2" at ends  
Cleats 24" apart  
wood covers  
one Tarpaulin  
G: Skylights in poop 24 52x24  
Laming 13x20  
Wood top & flaps fitted with  
Bulldog lights  
H: Trunked hatch inside poop  
deck house to lazarette 39x42  
Laming 16x38  
W.W. covers 3 ft 3 ft  
Bearing 2  
Locking bar 4 ft 4 ft ✓  
I: Tunnel escape inside poop turn  
deck, 24 ft. Hinged wood door  
operated from both sides ✓  
J: Ash shoot, starts from about 2'0  
above bridge 24 to about 6'0 below  
upper deck. Steel hinged cover  
to top of Nipper.

Freeboard survey when vessel afloat

Drawn	Deadweight	Light draft
24-10 3/4	8030	8-3"
24-0	7580	draft = 3350 tons.
23-0	7080	
22-0	6585	
21-0	6090	

Builder's name and yard number C. Connell & Co Ltd Nº 406

Names of sister ships Colonial, Director, Historian, Magician, Wanderer, Wayfarer.

Owners Charente, S.S. Co Ltd.

Fee £ 13 : 12 : 0

Received by me