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THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD482¹

STEAMER, ~~TANKER, SAILER~~ **TAMNAMORE** **S.S.**
Nationality **British** Builders' Name and No. of Ship **John Lewis & Sons Ltd**
Port of Registry **Belfast** **Alberdeen** **Nº 78**
Official Number **148143** Owners **John Kelly Ltd.**
Gross Tonnage **278** **23, Station Street, Belfast.**
Date of Build **3/1925** Port and Date of Survey **Belfast August 1932**
Particulars of Classification **B.S.*** Name of Surveyor **J.H. McKenna**
Names of Sister Ships

Type of Superstructures **Raised Quarter Deck, Bridge and Forecastle**

Give full particulars of the following:—

Fiddle and Funnel Coamings (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

Fiddle Cover of Steel, hinged, & permanently attached.

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

none

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)

none

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Hold Forward **36" high. 3" on Fore Bk.** **On Fore Bk. Vent to Fore 12" Coaming 3 1/2" bolt pitch, also**
" Aft. **38" - 3 1/2" - upper Bk.** **Boycy Funnel Coaming 17" high 3 1/2" bolt pitch. On Bridge Deck**
3 Mushroom Vents - 2 Star. 1 Port. all workable. to accom
Wood plugs & Canvas Covers are provided for above Coamings.

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

On Forecastle Bk, gooseneck to Fore Peak 14 1/2" high
upper Deck - no 1 Tank 15 1/2" - 2 (shell and partition)
- no 2 - 30" - 2
- R. Quarter Bk - Aft Peak 12" - 2

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

Crews W.C. Forward, Iron, with S.V. discharging below Freeboard Bk.
Eng. - Aft - - - - R. Q. Bk.

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

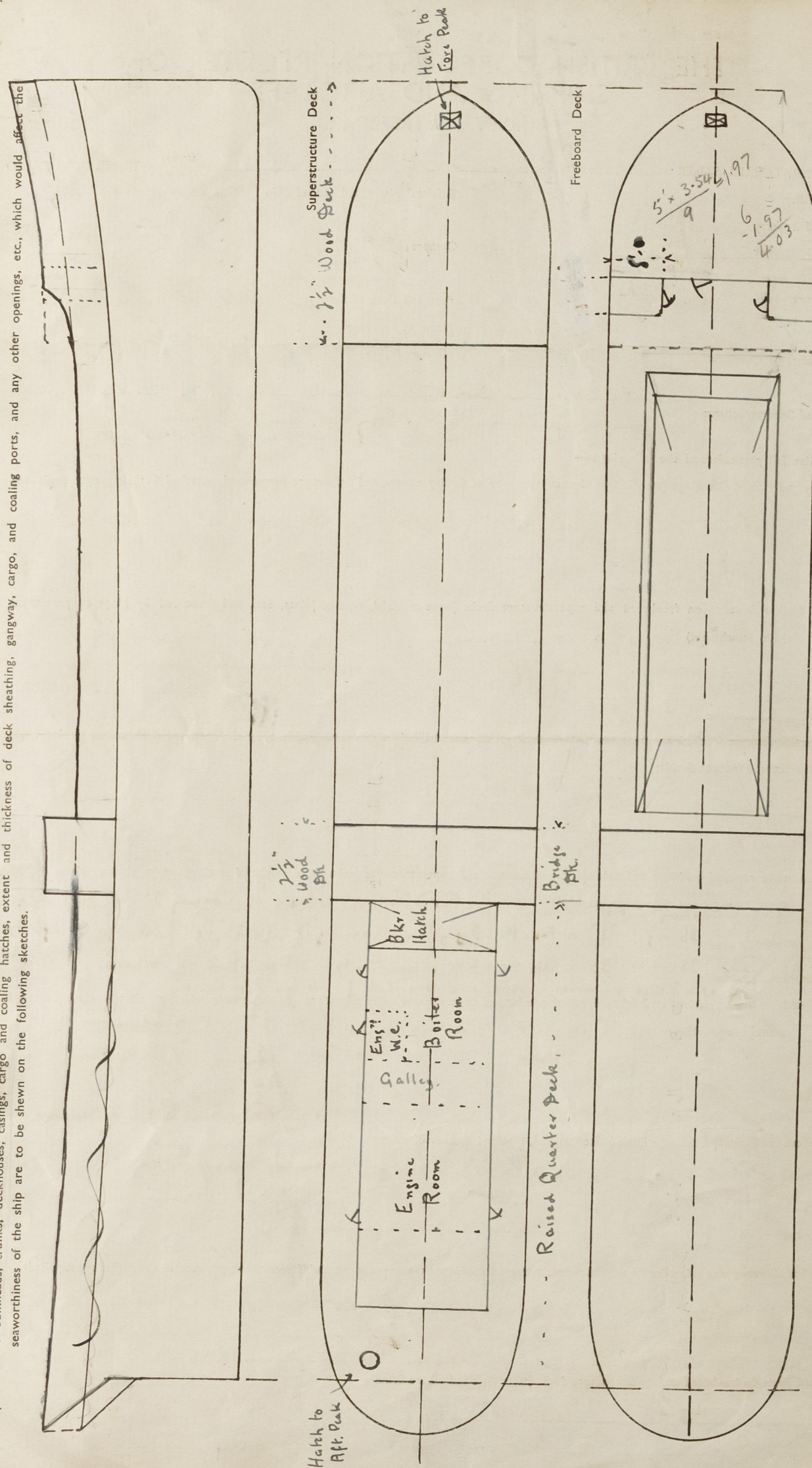
In Forecastle, three, P. & S., hinged type, with permanent deadlights
" Bridge Space, one, P. & S.
" Front, five,

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

On Forecastle Bk. Steel handrails, 2 bar type, 39" high, with stanchions about
5'-0" apart

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



Statement of special features in the construction of the ship

COMPUTATION OF FREEBOARD.

Length on summer load line 124.83 Moulded Breadth 23.0 Moulded Depth $10.6\frac{1}{2}$ Depth of Keel $\frac{1}{2}$
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 522 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7102$ 70.73 $6007 + 5.6$ $TPIC 10.3$ mld
Displacement and tons per inch immersion in salt water at summer load line
Moulded depth 10.542 Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
Stringer Plate 34 $.028$ Round of Beam Correction
Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam 6 inches
Rise of floor (in sailers) $-$ Standard Round of Beam $\frac{B \times 12}{50} = 5.52$
Depth for Freeboard (D) 10.57 Difference $.48$
Table Depth 8.322 Restricted to
Depth Correction $\frac{124.83}{130} \times 2.248 = 2.1585$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .12 \times .408 = .049$
If restricted by superstructures $= 2.1585$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck	46.42	F	3.6	46.42		46.42
Bridge	7.08	A	7.28	7.08		7.08
Forecastle	11.48	18.4	7.21	22.43		20.41
Trunk Aft						
Forward						
Tonnage Opening Aft						
Forward						
Totals				75.93		73.91

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	Mean Actual sheer forward
A.P.	27	22.48	27	1	27		
L from A.P.	12.25	10.0	12.25	4	49		
L from A.P.	3.12	2.47	3.12	2	6.24		
Amidships	0	0	0	4	0		
L from F.P.	6.37	4.94	6.37	2	12.74		
L	24.87	20.0	24.87	4	99.48		
F.P.	54	44.96	54	1	54		
				18	248.46		
Effective Mean Sheer					13.803		
Standard		.05L + 5			11.241		
Difference					2.562		

TABULAR FREEBOARD corrected for flush deck if required $= 12.483$
Correction for co-efficient $= \frac{1.3902}{1.36} \times 12.483 = 12.76$

	+	-
Depth correction	2.16	
Deduction for superstructures		8.29
Sheer correction		
Round of Beam correction		.05
Correction for thickness of deck amidships		
Other corrections, scantlings, etc.		
	2.16	8.34

Summer Freeboard in inches $= 6.58$
Additional allowance for superstructures on Timber carrying ships $= 2.5$
Summer Timber Freeboard in inches $= 9.08$
Deduction for Tropical and addition for Winter freeboard $d/4 = 2.5$ ins.
Addition for Winter North Atlantic (if required) $=$ ins.
Deduction for Tropical Timber Freeboard $d/4 =$ ins.
Addition for Winter $d/3 =$ ins.
N.A. Timber Freeboard (if required) $=$ ins.

Assgd. 24/8/32

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (Steel) 0.6
TROPICAL FRESH WATER LINE above centre of disc 4 Corresponding Freeboard 0.2
FRESH WATER LINE $2\frac{1}{2}$ 0.34
TROPICAL LINE $1\frac{1}{2}$ $0.4\frac{1}{2}$
WINTER LINE below $1\frac{1}{2}$ $0.7\frac{1}{2}$
WINTER NORTH ATLANTIC LINE $5\frac{1}{2}$ $0.11\frac{1}{2}$
SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line
TROPICAL FRESH WATER Timber line above centre of disc Corresponding Freeboard
FRESH WATER 0.2
TROPICAL 0.34
WINTER $0.4\frac{1}{2}$
WINTER NORTH ATLANTIC $0.7\frac{1}{2}$

	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								
Trunk, Aft								
Forward								
Exposed Machinery Casings on R.Q. Deck								
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
R.Q.D.
Bridge Aft Bulkhead
Forward
Forecastle Bulkhead
Exposed Machinery Casings on R.Q. Deck
Exposed Machinery Casings on superstructure decks
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances
Deck houses on Flush Deck ships

PARTICULARS OF FREEING ARRANGEMENTS

Length of Bulwark 46.42 Height of Bulwark 3.0 No. and size of Freeing Ports each side $2 @ 7.6 \times 1.3$ Area each side 9.6 Rule Area $11.14 \times 7 = 7.8$
After Well 46.21 3.0 $3 @ 7.6 \times 1.3$ 16.6 11.12
Forward Well 46.21 3.0 $3 @ 7.6 \times 1.3$ 16.6 11.12
State fore and aft position and height above deck to bottom of port, for each port } After Well 11.0 Bridge Front 10.5 Sill
State whether freeing ports are fitted with shutters, bars or rails, and give particulars } Forward Well 11.0 Bridge Aft 3 Sill
Give particulars of freeing port area, etc., on superstructure decks

PARTICULARS OF ALL HATCHWAYS

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

Gangways and Lifelines Lifelines of Manila Rope are provided in forward well, stretched from eyebolts, P. & S. in Bridge Front to an eyebolt in after fisher beam at centre line, and supported at about 15'-0" intervals by lashings from the foremost derrick.

None

Do Superstructures and Machinery Casings comply with rules ?

Are efficient uprights, sockets and lashings provided according to rules?

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the

28th September. 1932

Chief Surveyor.

secretary.