

LL. 4.C.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: "GUTHLAND" SS. WITH TIMBER DECK CARGO
 Nationality *British* Builders' Name and No. of Ship *H. Robt. 192.*
 Port of Registry *Leith* Owners *Leith, Hull + Hamburg S.P. Co. Ltd.*
 Official Number *161829* *Leith*
 Gross Tonnage *1286*
 Date of Build *1932* Port and Date of Survey *Leith 3/32. and 9/33*
 Name of Surveyor *A. Macarthur.*
 Particulars of Classification *B.S. X.* Names of Sister Ships *Cowland.*

Type of Superstructures ~~Leith, Hull + Hamburg S.P. Co. Ltd.~~ Complete superstructure with middle line opening aft

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)

" " " 2'-9" above wood Boat dk. Steel plate covers flanged & hinged.

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

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)

Steel companion on file 18" sill. Teak door (on aft side) 4'-3" x 1'-9" ; both sides
 Steel house aft. 16" sills teak door 5' x 2' ; " "

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)

File vents:— 30" above steel dk & S.N. Shelter deck fwd 19" above wood S.N.

Poop acc. aft. 20" above steel S.N. ; and 24" above steel Corolvents.

All fitted with wood plugs and canvas covers.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided) File:— 30" S.N.

Shelter dk:— 25 1/2" in alleyway S.N. ; aft 24" ; fwd 30" ; fwd alongside bulwark 24" above wood, above steel above steel above wood

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves) Scuppers Shelter deck 4 P.S. open

through gunwale bar. Upper deck. 3 P.S. bars, with N.R. valve & closing plate

Sanitary pipes from spaces above superstructure deck discharge above fwd deck & have

" " " shelter tween dk. space forward below N.R. valves & shell

2" dia scupper to bridges from shelter tween dks 2 ea side, with seven down valve operated

1-5 SD NR valve operated from shelter dk. fitted each side in Tomay from shelter dk

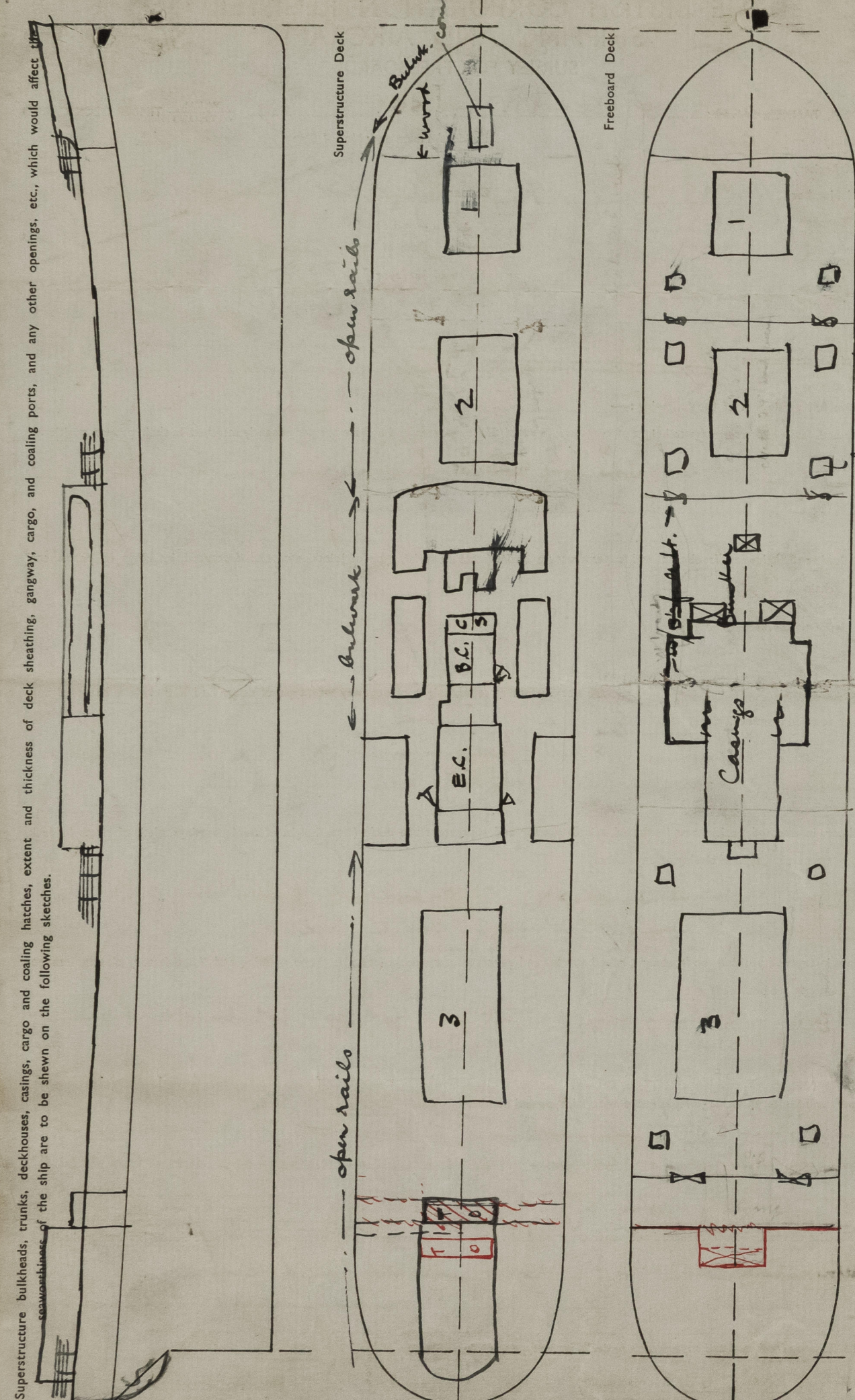
Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Below superstructure decks:— Brass frames and hinged deadlights

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

S.D. fwd: 3 rail + 1 teak rail 3'-7" to top of teak rail (above steel deck)

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, 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.



Statement of special features in the construction of the ship

COMPUTATION OF FREEBOARD.

Length on summer load line $250'$ Moulded Breadth $38'$ Moulded Depth $17'-3"$ Depth of Keel $24'$ say $24'$

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 2528 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .635$ use $.68$ minimum

Displacement and tons per Inch immersion in salt water at summer load line 2983 & 17.55

Moulded depth $17'-2.5$

Stringer Plate $.04$

Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ ✓ none

Rise of floor (in sailers) ✓

Depth for Freeboard (D) $17'-2.9$

Table Depth $16'-6.67$

Depth Correction $\frac{L}{130} \times .623 = 1.198'$ on

If restricted by superstructures

Deduction for Fresh Water $\frac{\Delta}{40T} = 4'-26$ say $4'$ inches

Round of Beam Correction

Ships' Round of Beam 9.5 inches

Standard Round of Beam $\frac{B \times 12}{50} = 9.12$

Difference $.38$

Restricted to ✓

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .095 \times .085 = .008$ say nil

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	18.81	—	7'-6"	18.81	—	18.81
Raked Quarter Deck		F				
Bridge	226.94	SEE SKETCH.	7'-6"	226.94	—	226.94
Forecastle						226.94
Tonnage						
Forward						
Tonnage Opening Aft	4.25			4.25		2.13
Forward						
Totals				250.00		247.98

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P. 18 + 30 = 48	48	35	48	1	48
1/2 L from A.P. 8 + 13 = 21	21	15.5	21	4	84
1/2 L from A.P. 2 + 3 = 5	5	3.5	5	2	10
Amidships 0	0	0	0	4	0
1/2 L from F.P. 2 + 7 = 9	9	7.5	9	2	18
1/2 L 8 + 26 = 34	34	31.5	34	4	136
F.P. 18 + 60 = 78	78	70	78	1	78
				18	374
Effective Mean Sheer				=	20.77
Standard „ „ -05L + 5				=	17.5
		Difference			3.25

Mean Actual sheer aft =
 „ Standard „ „

Mean Actual sheer forward =
 „ Standard „ „

Length of enclosed superstructure forward of admidships =
 Length of Ship

Length of enclosed superstructure aft of amidships =
 Length of Ship

Sheer Correction = Difference X $(75 - \frac{S}{2L})$ = $3.24 \times 25 = 81.5$

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 = 32.3

Correction for co-efficient = ✓ =

	+	-
Depth correction	1.2	30.54
Deduction for superstructures		30.64
Sheer correction		.82
Round of Beam correction	nil	
Correction for thickness of deck amidships	✓	\
Other corrections, scantlings, etc.	✓	
	1.2	31.36 30.16
		31.49 30.29

Summer Freeboard in inches $= 2.14$

Additional allowance for superstructures on
Timber carrying ships $= 2.01$

Summer Timber Freeboard in inches $= 2.14$

DRAUGHTS AND SEASONAL CORRECTIONS

	Sailor, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	17.29	
Summer Freeboard in feet	1.16	
Moulded Draught (d)	17.13	17-1 1/2 at 2 (4th)
Addition for Keel		2 1/2
Extreme draught		17- 4"
Deduction for Tropical and addition for Winter freeboard $d/4 =$		4.28 ins.
Addition for Winter North Atlantic (if required)		= ins.
Deduction for Tropical Timber Freeboard	$d/4$	= ins.
Addition for Winter	$d/3$	= ins.
4.6, " N.A. Timber Freeboard (if required)		= ins.

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (wood .5 steel)					0' - 2"
TROPICAL FRESH WATER LINE above centre of disc					4' - 0' - 2"
FRESH WATER LINE					4' - 0' - 2"
TROPICAL LINE					0' - 2"
WINTER LINE below					0' - 6"
WINTER NORTH ATLANTIC LINE					0' - 8"
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					
TROPICAL					
WINTER					
WINTER NORTH ATLANTIC					

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓	.22	3x24x.25	21"-30"	—	none	—	—
R.Q.D. "		—						—
Bridge Aft Bulkhead	✓	.22	"	"	—	224'-1"x3'-1"	18"	—
" Forward "		—						—
Forecastle Bulkhead		—						—
Trunk, Aft		—						—
" Forward		—						—
Exposed Machinery Casings on } Freeboard or R.Q. Decks		—						—
Exposed Machinery Casings on } superstructure decks	.18	.18	3x24x.24	25 1/2" to 33"	—	304'-4"x2'	16" ab. wood	7'-6"
Machinery Casings within Super- structures not fitted with Cl. 1. closing appliances	.60 ✓ .60	.22 .32	unt. 3" flgs 4x3x.4 E. shaped	38 1/4" average, 51"	—	none	—	—
Deckhouses on flush deck ships		—						—

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

Poop Bulkhead	<u>no openings</u>
R.Q.D. "	
Bridge Aft Bulkhead	Plates with hook bolts 15" apart.
" Forward "	<u> </u>
Forecastle Bulkhead	<u> </u>
Exposed Machinery Casings on Freeboard or R.Q. decks	<u> </u>
Exposed Machinery Casings on superstructure decks	<u>Steel doors in halves; both sides. (lower half bolt waste)</u>
Machinery Casings within super- structures not fitted with Cl. 1. Closing Appliances	<u>no openings.</u>
Deck houses on Flush Deck ships	<u> </u>

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	2.25	full ht	12 1'-9" x 1-1/2'	1.96	ff ✓
Forward Well					
State fore and aft position and height above deck to bottom of port, for each port	After Well Forward Well		in centre of well.	Wad post now clear with strongbacks + joint packed	
State whether freeing ports are fitted with shutters, bars or rails, and give particulars	Forward shutters 500 lbs				

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

In S.D. bullwork ϕ :- 1 w.p. with hough rail

0208 $\frac{1}{1}$

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	Superior Deck	Lower Deck	Upper Deck
Dimensions of Hatchway	12'9" x 14'	21'3" x 14'	21'3" x 14'
Height of steel above deck	32		
Thickness of sides	44		
Stiffeners	7 x 3 x 3/4 x 84		
Brackets or Stays			
Number	1	3	5
Spacing	6'-11"	20'-5"	20'-5"
Scantling and Sketch	W 12 x 32 L 3 x 3 x 142	W 12 x 32 L 3 x 3 x 142	W 12 x 32 L 3 x 3 x 142
Bearing Surface and thickness of carriers or sockets	C.I. web-skins		
Number			
Spacing			
Unsupported lengths			
Scantling and Sketch			
Bearing Surface and thickness of carriers or sockets			
Material	Pine		
Thickness	2 1/2"		
How Fitted	frd		
Bearing Surface	2 1/2"		
Spacing of Cleats	18"		
Number of Tarpaulins	3		

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

5

Gangways and Lifelines

Gangway, Cargo and Coaling Ports in sides of ship

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules ?

Is provision made for protection of steering gear, and is emergency steering gear provided?

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

State particulars of longitudinal subdivision in double bottom

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

8th June 1932

Chief Surveyor.

Secretary.

002465-002470-02081

Name of Ship *SOUTHLAND*

Freeboard Report Examined

(Date) *14 May 1957*

Signed *[Signature]*

1st page of 201

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

18/3.

STEAMER, ~~TANKER~~, ~~SAILER~~..... S.S. 'GOTHLAND'..... ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH. Builders' Name and No. of Ship H. ROBB. LTD.
Nº 192.

Port of Registry LEITH. Owners LEITH HULL & HAMBURG S.P. Co. LTD.,
CARRIERS LTD: LEITH

Official Number 161829. Port and Date of survey LEITH 1932 AND. 9/33.

Gross Tonnage 1777. 1286. Name of Surveyor A. BASTER.

Date of Build 1932 Names of Sister Ships "COURLAND."

Particulars of Classification B.S. * (with freeboard)

Type of Superstructures COMPLETE SUPERSTRUCTURE WITH MIDDLE LINE OPENING AFT.
permanently closed.

Trade of Ship

Service Endorsement if any

Reassigned (IN RED) 26-8-41 in accordance with M3387/41
Increase in draught 4"
See Report dated 28 Aug 1941 (Glasgow).

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (<u>2 3/4"</u> wood : <u>5</u> steel)				Corresponding Freeboard	
TROPICAL FRESH WATER LINE above centre of disc	4"	8"		6'-11"	0'-2"
FRESH WATER LINE	4"	4"		7'-3"	0'-2"
TROPICAL LINE	0"	4"		7'-3"	0'-2"
WINTER LINE below	4"	4"		7'-11"	0'-6"
WINTER NORTH ATLANTIC LINE	6"	6"		8'-1"	0'-8"

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

Chief Surveyor

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

on the 1st November 1939.3rd September 1941

Secretary

002465-002470-020871

COMPUTATION OF FREEBOARD

Length of summer load line Moulded Breadth Moulded Depth 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 $\frac{\Delta \times 35}{L \times B \times D \times .85} =$

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

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

Stringer Plate Round of Beam Correction

Sheathing on exposed deck $T \left(\frac{L-S}{L} \right)$ Ships Round of Beam inches

Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$

Depth for Freeboard (D) Difference

Table Depth Restricted to

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

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure
Raised Quarter Deck							" " R.Q.D.
Bridge		F					Percentage covered $S/L =$
		A					" " $E/L =$
Forecastle							" from Table line A, B, (corrected for absence of forecastle if required)
Trunk Aft							Percentage from Table by interpolation for Bridge less than $\cdot 2L$ if required $=$
" Forward							Deduction $=$
Tonnage Opening Aft							Percentage from Table for Tankers (or Timber ships) $=$
" " Forward							Deduction $=$
Totals							

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.				1	
$\frac{1}{3} L$ from A.P.				4	
$\frac{1}{3} L$ from A.P.				2	
Amidships				4	
$\frac{1}{3} L$ from F.P.				2	
$\frac{1}{3} L$ " "				4	
F.P.				1	
				18	
Effective Mean Sheer					
Standard " " $\cdot 05L + 5$					
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 $= \text{Difference} \times \left(.75 - \frac{S}{2L} \right) =$

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 $=$

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 $\frac{d1}{d}$	ins.
Addition for Winter " " $\frac{d1}{3}$	ins.
" " N.A. Timber Freeboard (if required)	ins.

REASSIGNMENT

18/4.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: S.S. "GOTHLAND" WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship HENRI ROBB LTD
 Port of Registry LEITH LEITH. NO 192
 Official Number 161829 Owners CURRIE LINE LTD.
 Gross Tonnage 1276 LEITH.
 Date of Build 1932 Port and Date of survey LEITH DEC 1945.
 Name of Surveyor R. N. HUNTER
 Particulars of Classification BS * Names of Sister Ships "COWSLAND"

Type of Superstructures COMPLETE SUPERSTRUCTURE WITH MIDDLE LINE OPENING AFT.

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	4'	Corresponding Freeboard	0' 2"
FRESH WATER LINE " " "	4"	" "	0' 2"
TROPICAL LINE " " "	0	" "	0' 2"
WINTER LINE below " "	4"	" "	0' 6"
WINTER NORTH ATLANTIC LINE " " "	6"	" "	0' 8"

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

12
 Date of issue 21-12-46
 Date Expiry 20-12-46

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 9TH JANUARY, 1946.



© 2020

Lloyd's Register
Foundation

002465-002470-0208 11

COMPUTATION OF FREEBOARD

Length on summer load line Moulded Breadth Moulded Depth 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 $\frac{\Delta \times 35}{L \times B \times D \times .85} =$

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

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

Stringer Plate Round of Beam Correction

Sheathing on exposed deck T $\left(\frac{L-S}{L} \right)$ Ships Round of Beam inches

Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$

Depth for Freeboard (D) Difference

Table Depth Restricted to

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

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure
Raised Quarter Deck							" " R.Q.D.
Bridge		F					Percentage covered S/L =
		A					" " E/L =
Forecastle							" from Table line A, B, (corrected for absence of forecastle if required)
Trunk Aft							Percentage from Table by interpolation for Bridge
" Forward							less than .2L if required =
Tonnage Opening Aft							Deduction =
" " Forward							Percentage from Table for Tankers (or Timber ships) =
Totals							Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.				1		Mean Actual sheer aft =
$\frac{1}{6}$ L from A.P.				4		" Standard " "
$\frac{1}{3}$ L from A.P.				2		Mean Actual sheer forward =
Amidships				4		" Standard " "
$\frac{1}{3}$ L from F.P.				2		Length of enclosed superstructure forward of admidships =
$\frac{1}{6}$ L " "				4		Length of Ship
F.P.				1		Length of enclosed superstructure aft of amidships =
				18		Length of Ship
Effective Mean Sheer						Sheer Correction = Difference X $\left(75 - \frac{S}{2 L} \right) =$
Standard " " .05L + 5						
Difference						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 =

DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction					
Deduction for superstructures				Depth to Freeboard Deck in feet	
Sheer correction				Summer Freeboard in feet	
Round of Beam correction				Moulded Draught (d)	(d1)
Correction for thickness of deck amidships				Addition for Keel	
Other corrections, scantlings, etc.				Extreme draught	
Summer Freeboard in inches				Deduction for Tropical and addition for Winter freeboard $d/4 =$	ins.
Additional allowance for superstructures on				Addition for Winter North Atlantic (if required)	ins.
Timber carrying ships				Deduction for Tropical Timber Freeboard $\frac{d}{4}$	ins.
Summer Timber Freeboard in inches				Addition for Winter " " $\frac{d}{3}$	ins.
				" " N.A. Timber Freeboard (if required)	ins.

0208 $\frac{11}{11}$