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THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

Ameiroid in red
April 1949 South
Shields. L.

431.

STEAMER, ~~TANKER~~ SAILER : BARON NAPIER S.S. WITH WITHOUT TIMBER DECK CARGO

Nationality British Builders' Name and No. of Ship D. W. Henderson & Co. Ltd

Port of Registry Anderson Nº 886

Official Number 161808 Owners Shogarth Shipping Co. Ltd.

Gross Tonnage 3806 per n. of ltr. did. 14-7-54

Date of Build 3/1930 Port and Date of Survey Liv'pool. 8/32.

Particulars of Classification B.S * Name of Surveyor Geo. M. Kennedy.

Names of Sister Ships BARON RAMSAY, BARON VERNON
"BARON ERSKINE".

Type of Superstructures *Poop, Bridge and Forecastle*

Give full particulars of the following :—

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

FUNNEL CASING = 7'-3" HIGH.

FIDDLEY COVERS ON TOP OF STEEL, HINGED IN POSITION

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) *WOOD PLUGS & CANVAS COVERS* *4" DIAM.*

connection, type of closing arrangements) ← WOOD PLUGS & CANVAS COVERS.
ON POOP DECK:- GUNVENT CHGS. = 30" HIGH, MUSHROOMS (C.I.) = 12" HIGH;
ON BRIDGE DECK:- " " " " " " " " " " "
ON FLEET DECK:- " " " " = 36" " TOWERS; 18" TO ACCAN; BOGEY FUNNEL CHGS=12".
Wells - 30"

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided) *ALL SWAN NECKS. CANVAS COVERS FOR CLOSING AIRPIPER ON DECK*

ON POOP & FILE DECKS:- 8" TO MOUTH & 10" TO BEND ; Deck and in wells
ON BRIDGE DECK:- 4 @ 28" " " & 30" " " ;
4 @ 33" " " & 36" " " ;
Wells :- 36" - - - 39" - - -

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

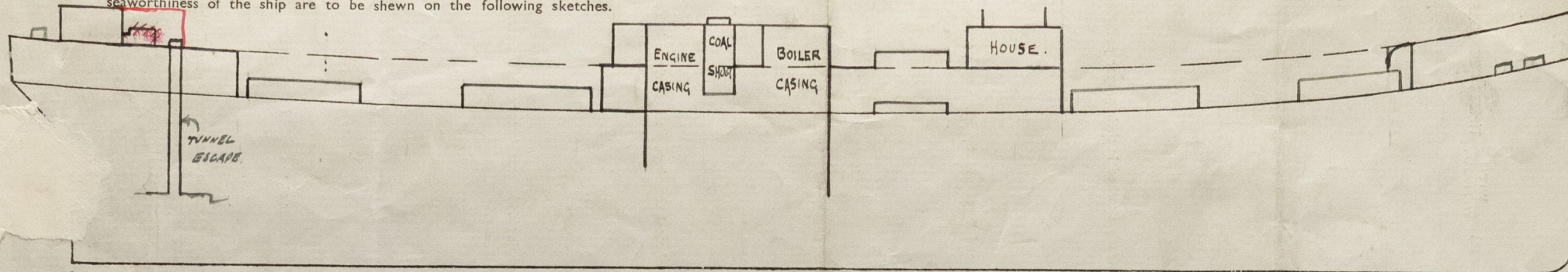
FROM ACCOUNT OF BRIDGE & IN PLACE. (P. & S. and names of valves)
 { SANITARY DISCHARGE PIPES OF STEEL, OUTBOARD ABOVE UPPER DECK WITH STORM VALVE (C.I.)
 1 SCUPPER FROM UPPER DECK IN COAL BINS, P. & S. LED TO BILGES.
 OTHER WEATHER DECK SCUPPERS OF COLLINSON PLATE TYPE OUTBOARD JUST BELOW DECK

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

ON SHELL:- POOP:- 1 P. & 1 S. ORDY. TYPE WITH NO HINGED DEADLIGHTS. HAS ONE TEMP. WOOD PLUG. 25%
BRIDGE:- NONE
FLE:- ORDY. TYPE WITH INSIDE HINGED DEADLIGHTS;
ON ERECTION ENDS:- POOP:- NONE;
BOTH ENDS BRIDGE:- ORDY. TYPE WITH NO HINGED DEADLIGHTS. HAS ONE TEMP. WOOD PLUG. (25%)
Guard Rails on freeboard and superstructure decks (state type and where fitted)
ON POOP & FLE, DECKS = 2 ROD RAILS 3'-8" HIGH.
ON BRIDGE DECK. = 3'-6" BULWARK PLATE

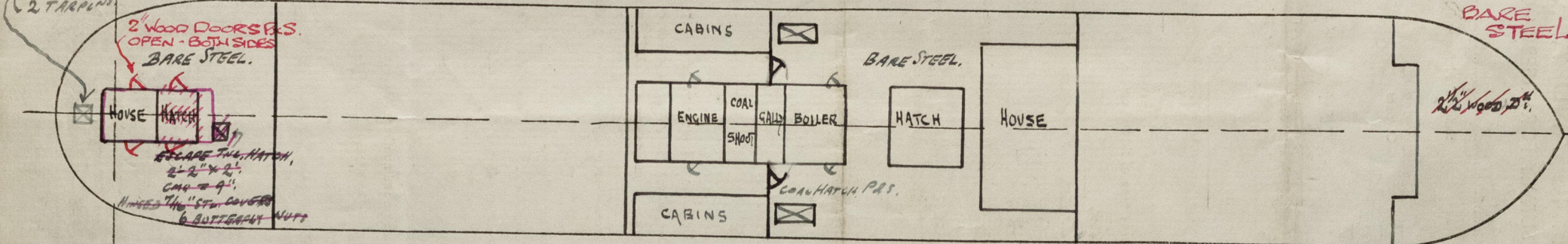
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn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

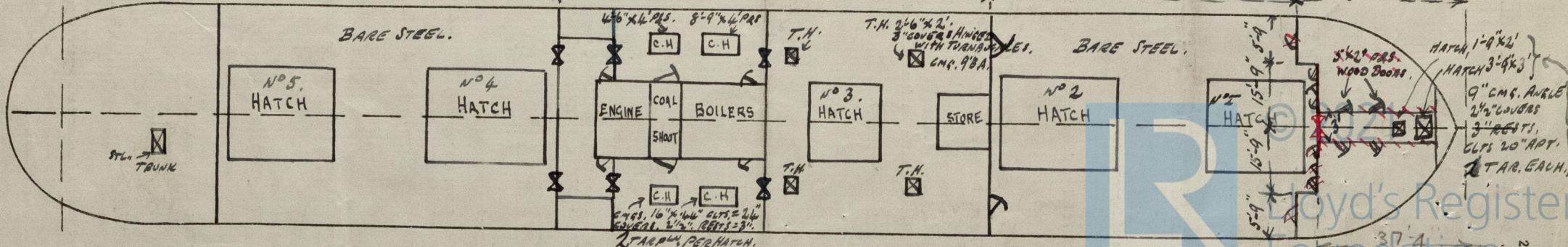


HATCH, 2' x 2'-6"
CNGS. = 18" x 38" CLRT 12" APT.
COVERS = 2 1/2" RESTS. = 3"
2 TARP. PER HATCH

Superstructure Deck



40'-0" 84'-6" WELL. 106'-2" BRIDGE 75'-10" WELL 42'-6" Freeboard Deck



Statement of special features in the construction of the ship

0009 2/6

37.4
5.17 x 5.17 = 26.7
- 1.5 x 2.43 = 3.65
20.5) 23.05/1.1

COMPUTATION OF FREEBOARD.

Length on summer load line 349' Moulded Breadth 50' Moulded Depth 25'-10 1/2" Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 8479 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7732$ T/C .76
Displacement and tons per inch immersion in salt water at summer load line 8442 \pm 35.1
Moulded depth 25.845' Deduction for Fresh Water $\frac{\Delta}{40T} = 6.02 \div 6$ inches
Stringer Plate .4 Round of Beam Correction
Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam 12.5 inches
Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50} = 12$
Depth for Freeboard (D) 25.908' Difference .5
Table Depth 23.267' Restricted to
Depth Correction $\frac{L}{130} \times 2.641 = 4.09$ Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .125 \times .44 = .06$
If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	40.0		9'	40.0		
Raised Quarter Deck		F				
Bridge	106.17	A	9'	106.17		
Forecastle	42.5		8' 3 1/2"	38.53		(5)
Trunk Aft				38.71		00
Forward						
Tonnage Opening Aft						
Forward						
Totals				184.7		184.7

Standard Height of Superstructure 6.99'
" " R.Q.D.
Percentage covered S/L = 52.92
" " E/L = 52.98
" from Table line A, B, (corrected for absence of forecastle if required) 38.92 38.98
Percentage from Table by interpolation for Bridge less than .2L if required =
Deduction = 38.6 x 38.92 = 15.02
Percentage from Table for Tankers (or Timber ships) = 15.05
Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	48	44.9		1	48
1/4 L from A.P.	20	19.98		4	80
1/4 L from A.P.	5	4.94		2	10
Amidships	0	0		4	0
1/4 L from F.P.	17	9.88		2	34
1/4 L	54	39.96		4	216
F.P.	108	89.8		1	108
				18	496
Effective Mean Sheer					27.556
Standard " " .05L + 5					22.45
Difference					5.106

Mean Actual sheer aft = over 1
" Standard " "
Mean Actual sheer forward =
" Standard " "
Length of enclosed superstructure forward of amidships = over .1L
Length of Ship
Length of enclosed superstructure aft of amidships =
Length of Ship
Sheer Correction = Difference X $(75 - \frac{S}{2L}) = 5.106 \times .4854 = 2.48$
If limited on account of midship superstructure =
" to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 56.22
Correction for co-efficient = $\times \frac{1.4532}{1.36} = 60.08$

	+	-
Depth correction	7.09	
Deduction for superstructures		15.02
Sheer correction		2.48
Round of Beam correction		.06
Correction for thickness of deck amidships		
Other corrections, scantlings, etc.		
	7.09	17.56
		10.47

DRAUGHTS AND SEASONAL CORRECTIONS

Satter, Tanker, Steamer Timber
Depth to Freeboard Deck in feet 25.908
Summer Freeboard in feet 4.134
Moulded Draught (d) 21.94 21.774 9.288 (d1.)
Addition for Keel
Extreme draught
Deduction for Tropical and addition for Winter freeboard $d/4 = 5.463$ ins.
Addition for Winter North Atlantic (if required) = ins.
Deduction for Tropical Timber Freeboard $\frac{d1}{4} =$ ins.
Addition for Winter " $\frac{d1}{3} =$ ins.
" " N.A. Timber Freeboard (if required) = ins.

Summer Freeboard in inches = 49.61
Additional allowance for superstructures on Timber carrying ships
Summer Timber Freeboard in inches =

Assigned 23/8/32

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

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	" " below " "	" "	
WINTER NORTH ATLANTIC	" " " "	" "	

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead		36	5 1/2 x 37.42 L	30"	lugged top + 1/4" tin	2 @ 5' x 3' 3"	18"	-
R.Q.D. "								
Bridge Aft Bulkhead		36	5 x 37.32 L	30" 39"	-	2 @ 5' x 3' 3"	18"	-
" Forward "	42	42	8 x 37.46 BA	30"	lugged top, 1/4" tin	2 @ 5' x 3'	18"	-
Forecastle Bulkhead		24	3" Ranges	27 1/2/35"	-	all 5' x 2'	18"	-
Trunk, Aft								
" Forward								
Exposed Machinery Casings on } Freeboard or R.Q. Decks								
Exposed Machinery Casings on } superstructure decks	4	3	3 x 2 1/2 x 3	26"	side stiff lnta at top	2 @ BR 4'-11" x 2 1/4" 2 @ ER 5' x 2'	18"	7'-3"
Machinery Casings within Super- structures not fitted with Cl. 1. closing appliances	36	24	do	26"	-	2 @ ER 5' x 2' 2 @ BR 5' x 2' 2 @ COAL 3/4" x 4'.	18"	9'
Deckhouses on flush deck ships								

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

Poop Bulkhead	NO OPENINGS	Weather boards full height in channels riveted to bulkhead
R.Q.D. "		
Bridge Aft Bulkhead		Weather boards full height in channels riveted to bld
" Forward "		Slung steel doors operated one side
Forecastle Bulkhead		WEATHERBOARDS FULL HEIGHT IN CHANNELS RIV TO BULKHEAD
Exposed Machinery Casings on } Freeboard or R.Q. decks		
Exposed Machinery Casings on } superstructure decks		Steel doors to Eng Rm + Storehold, opening both sides
Machinery Casings within super- structures not fitted with Cl. 1. Closing Appliances		Steel doors from E.R. to side bunkers, } OPEN BOTH & " FIDDLEY " " " SIDES. & " COAL SHOT " " " OPENS ONE SIDE.
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	84'-6" ✓	4' ✓	4 @ 4'-0" x 16" 1 @ 2'-3" x 1'-4"	19 f	16.9 sq ft.
Forward Well	75'-10" ✓	4' ✓	4 @ 4'-0" x 15" 1 @ 2'-3" x 1'-4"	24.35 f	15.17 " "
State fore and aft position and height above } deck to bottom of port, for each port		After Well	8'-8" ; 17'-3" ; 34'-9" ; 57' ; ALL AT 8" ABOVE DECK		
		Forward Well	8'-8" ; 17'-3" ; 33'-3" ; 49'-8" ; 60'-6" ; DITTO.		
State whether freeing ports are fitted with shutters, bars or rails, and give particulars			OPEN, WITH ONE HORIZ. ROD.		
Give particulars of freeing port area, etc., on superstructure decks			3'-6" Bulwark on Bridge		
	2 @ 2'-3" x 16" P+S with 1 bar	4 1/2" ABOVE BR. DECK	BOTH CLEAR	2'-3" x 1'-4"	
	1 Slung 1'-9" x 16 1/2" P+S	12" ABOVE BR. DECK	OPENINGS.	1'-8" x 16 1/2"	

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2	3	4	5	3	Port Deck Hatchway	COAL HATCHES ON BRIDGE DECKS.
Dimensions of Hatchway	Upper St. 21'-8" x 18'	Upper St. 30'-4" x 22'	Bridge St. 17'-4" x 18'	Upper St. 30'-4" x 22'	Upper St. 26' x 18'	Upper St. a Bridge 17'-4" x 18'	7'-12"	8'-7" x 3'-11"
COAMINGS	Height above wood steel deck	2'-9"	2'-9"	2'-9"	2'-9"	1'-3"	2'-8"	2'-6"
	Thickness { sides ends	.44	.44	.44	.44	.44	.44	.44
	Stiffeners	7 x 3 x .44 BA side	8 x 3 x .44 BA side	as N°1	as N°2	as N°1	-	-
	Brackets or Stays	10 2" dia on side	20 2" dia on side	as N°1	as N°2	as N°1	-	-
HATCH BEAMS	Number	4	5	3	5	5	3	1
	Spacing	4'-4"	5'-0 1/2"	4'-4"	5'-0 1/2"	4'-4"	4'-4"	3'-6"
	Scantling and Sketch	7/8" 4 x 3 x .44 15 x 35	7/8" 4 1/2 x 3 x .46 19 x 36	7/8" 4 x 3 x .44 12 x 3	as N°2	as N°1	as N°1	7/8" 3 x 3 x .4 9 x 3
	Bearing Surface and thickness of carriers or sockets	3" x 3 1/2" x .5 3 1/2" x 6 x 1" stop	3 1/2" x as N°1	3 1/2" x as N°1	3 1/2" x as N°1	3 1/2" x as N°1	as N°1	as N°1
FORE AND AFTERS	Number							
	Spacing							
	Unsupported lengths							
	Scantling and Sketch	None		None		None		None
HATCH COVERS	Bearing Surface and thickness of carriers or sockets							
	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	2 1/4" 3"	2 1/4" 3"	2 1/4" 3"	2 1/4" 3"	2 1/4" 3"	2 1/4" 3"	2 1/2"
	How Fitted	F + A	F + A	F + A	F + A	F + A	F + A	ATHWARTSHIPS.
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"
	Spacing of Cleats	24"	24"	24"	24"	24"	24"	24"
	Number of Tarpaulins	3.	3.	3.	3.	2.	3.	2.

Note:- all small & coaling hatchways have efficient battening arrangements.

Are wood fore and afters steel shod at all bearing surfaces?

Are battens and wedges efficient and in good condition?

Are tarpaulins in good condition and in accordance with rule requirements

Are lashings provided in accordance with rule requirements?

YES.
YES.
YES.

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

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Gangways and Lifelines

LIFE LINE P.S. IN FORWELL.

Tunnel escape provides access to stg. gear.

Gangway, Cargo and Coaling Ports in sides of ship

NONE.

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

14th September 1932



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Chief Surveyor.

Secretary.