

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

-9 JAN 1935

Computation of Freeboard for ~~Steamer, Sailing Ship, Tanker~~ **MOTOR**

having Poop, Bridge and Forecastle

(Type of Superstructures.)

Ship's Name M.S. "SUNETTA"	Nationality and Port of Registry Dutch. S. Gravenhage.	Official Number	Gross Tonnage not yet measured.	Date of Build 1934-35
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Moulded Dimensions: Length **140.21 M^s** Breadth **17.98 M^s** Depth **10.363 M^s**
Moulded displacement at moulded draught = 85 per cent. of moulded depth **17620 M³** tons
Coefficient of fineness for use with Tables **.794** ✓

Port of Survey Rotterdam

Date of Survey Building

Name of Surveyor L. Vuyk

Particulars of Classification **+100 A1**
carrying Petroleum in Bulk
Contemplated.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 10.363	(a) Where D is greater than Table depth (D-Table depth) R = $\frac{8.33}{10.363 - 9.347} = 30.00$ = + 259 ✓	Moulded Breadth (B) 17.98 M^s Standard Round of Beam = $\frac{B \times 12}{50} = \frac{17.98 \times 12}{50} = 360\%$ ✓ Ship's Round of Beam = 360 ✓ Difference Nil
Stringer plate 20	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓	Restricted to
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures ✓	Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{Nil}$
Depth for Freeboard (D) = 10.383		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	28.27 ✓	28.27	2.286	✓	28.27 ✓
„ overhang	none		+ 64 7/8 wood.		
R.Q.D. enclosed					
„ overhang					
Bridge enclosed	14.33 ✓	14.33	2.286	2286 2290	14.30
„ overhang aft	none				
„ overhang forward	none				
Fore enclosed	14.72 ✓	14.72	2.286	✓	14.72
„ overhang	none		+ 64 7/8 wood.		
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total	57.32	57.32			57.29

Standard Height of Superstructure **2290** ✓

„ „ R.Q.D. **✓**

Deduction for complete superstructure **1067** ✓

Percentage covered $\frac{S}{L} = \frac{40.88}{40.88} = 100\%$ ✓

„ „ $\frac{S_1}{L} = \frac{40.88}{40.88} = 100\%$ ✓

„ „ $\frac{E}{L} = \frac{40.86}{40.86} = 100\%$ ✓

Percentage from Table, Line A. Tanker **31.86**
(corrected for absence of forecastle (if required))

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = **1067 × 31.86 = - 340** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1422 ✓	1		1422	1423	1423	1		1423
$\frac{1}{4}$ L from A.P.	632 ✓	4		2528	632	632	4		2528
$\frac{2}{4}$ L „	158 ✓	2		316	156	156	2		312
Amidships	✓	4		✓	✓	✓	4		✓
$\frac{3}{4}$ L from F.P.	316 ✓	2		632	311	311	2		622
$\frac{1}{4}$ L „	1263 ✓	4		5052	1266	1266	4		5064
F.P.	2844 ✓	1		2844	2846	2846	1		2846
Total	12798			12794					12795

Mean actual sheer aft = **Standard**
Mean standard sheer aft

Mean actual sheer forward = **Standard**
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = **✓**
„ „ aft of „ = **✓** } **Tanker.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{1}{18} (.75 - \frac{2044}{2044}) = \text{Nil} ✓$

If limited on account of midship superstructure. **✓**

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. **✓**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 10.385 IN WAY OF MARKING Summer freeboard = 2060 Moulded draught (d) = 8.325 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48}$ inches = 17 cms. Addition for Winter North Atlantic Freeboard (if required) = $\frac{173 + 115}{2} = 29$ cms.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 16730 \text{ M}^3$ Tons per inch immersion at summer load water line T = 21.82 Deduction = $\frac{\Delta}{40T}$ inches = 19 cms.	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{794 + 68}{1.36} = \frac{1474}{1360}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>259</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>340</td> </tr> <tr> <td>Sheer correction</td> <td>-</td> <td>-</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>2</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>-</td> <td>-</td> </tr> <tr> <td></td> <td>261</td> <td>340</td> </tr> </table> Summer Freeboard = 2059		+	-	Depth Correction	259	-	Deduction for superstructures	-	340	Sheer correction	-	-	Round of Beam correction	-	-	Correction for Thickness of Deck amidships	2	-	Other corrections, scantlings, etc.	-	-		261	340
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:—

118 JAN 1935	Tropical Fresh Water Line above Centre of Disc 36 cms.	Tropical Fresh Water Freeboard 170
	Fresh Water Line „ „ 19	Fresh Water „ „ 187
	Tropical Line „ „ 17	Tropical „ „ 189
	Winter Line below „ „ 17	Winter „ „ 223
	Winter North Atlantic Line „ „ 29	Winter North Atlantic „ „ 235

Sunetta

Particulars of fiddle, funnel and ventilator coamings:— Fiddle casing, funnel and ventilators in efficient condition. ✓
motor room skylight all steel with steel flaps strongly constructed. ✓
gratings on fiddle casing fitted with strong steel hinged covers. — ✓

Particulars of Flush Bunker Scuttles:— *none fitted.*—

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

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

Particulars of Gangway Cargo and Coaling Ports:— *none fitted.* - ✓

Particulars of Side Scuttles: Side scuttles to accommodation in forecabin and poop are all of substantial construction and fitted with permanently attached deadlights. - Side scuttles to storerooms in bridge ditto. - ✓

Particulars of Gangways, Lifelines, etc.:

guard rails on gangway 3' 8" high having 2 rods and stanchions spaced 4' 3" apart.

3' spine

7 1/2 x 7 1/2 x 10

10 x 9 x 10

100 x 100 x 11

7 1/2 x 7 1/2 x 10

6' 10"

7' 6"

150 x 75 x 9 1/2" L

75 x 75 x 10

100 x 100 x 11

160 x 100 L

8' 0"

8' 0"

8' 0"

Gangway extending from
pouep deck over pumproom house
to bridge deck and from bridge
deck over pumproom house to
forecastle deck constructed as
per sketch. - ✓

Supports spaced 8'0" apart ✓
Cross ties fitted in each support ✓
and longitudinal ties fitted
between alternate supports on
both sides. - ✓

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	48.20 M ^R ✓	1.10 M ^R ✓	9.4 x 5.0 dM. OVAL. 24. M ^R OPEN RAIL	2 —	74 dM ² —	26.60 d
Forward Well	34.69 M ^R ✓	1.10 M ^R ✓	9.4 x 5.0 dM. OVAL. 19.42 M ^R OPEN RAIL	2 —	74 dM ² —	19.10 d

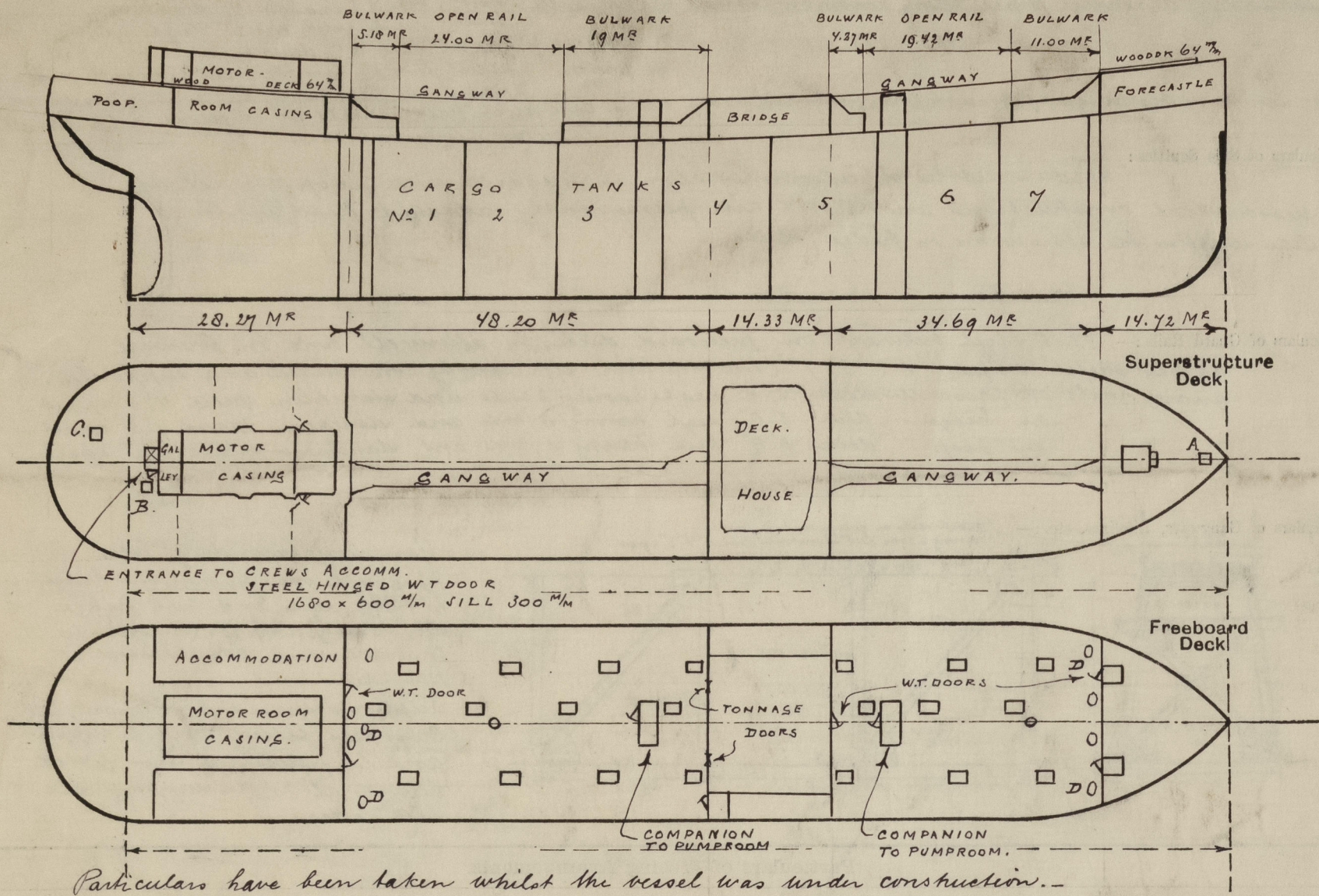
State position of each freeing port { After Well:— } 14" above deck edge.
(F. and A. position and height above deck edge) { Forward Well:— }
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— 3 vertical rails 1" in diam.

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	vertical	11" $\frac{7}{8}$ ✓ at corners 170 x 75 x 13 A min. 150 x 90 x 10 A ✓ at sides 150 x 90 x 13 BA & long. division bulkheads		700 ✓	Brackets top & bottom	1300 x 760	640 ✓	2.286 M ²	
Raised Quarter Deck Bulkhead ... ✓									
Bridge, After Bulkhead	vertical	8" $\frac{7}{8}$ ✓ x long. division bulkheads	100 x 65 x 9 $\frac{7}{8}$ A ✓	800 ✓	none	1300 x 950	600 ✓	2.286 M ²	
Bridge, Forward Bulkhead	vertical	11.5" & 11" $\frac{7}{8}$ ✓ x long. division bulkheads	150 x 90 x 13 $\frac{7}{8}$ BA ✓	760 ✓	Brackets top & bottom	1520 x 760	500 ✓	2.286 M ²	
Forecastle Bulkhead	9 ✓	7.5" $\frac{7}{8}$ ✓ x long. division bulkheads	100 x 75 x 8 $\frac{7}{8}$ A ✓	740 ✓	none	1400 x 710-104 1350 x 699-644	600 ✓	2.286 M ²	
Trunk, Aft	✓								
Trunk, Forward	✓								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ... ✓									
Exposed Machinery Casings on Super-structure Decks	vertical	7.5" $\frac{7}{8}$ ✓	100 x 65 x 8 $\frac{7}{8}$ ✓	760 ✓	brackets on top only	none	—	2.750 M ²	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓								
Deckhouses on Flush Deck Ships ... ✓	✓								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	Steel hinged watertight doors operated from both sides. ✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	Steel portable plates 9 ^m fastened with 1" hookbolts spaced ± 350 ^m apart. ✓
Bridge, Forward Bulkhead	Steel hinged watertight door operated from both sides. ✓
Forecastle Bulkhead	Steel hinged watertight doors operated from both sides. ✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	6 lead hinged doors operated from both sides. ✓
Exposed Machinery Casings on Super-structure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	no openings. ✓
Deckhouses on Flush Deck Ships ...	✓

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 shewn on the following sketches:—



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

Small hatches on forecastle deck A 2'6" x 1'6" craming 9 1/2" Bulwark closed with steel cover fastened with toggles.
on poop deck B 2'9" x 3'6" craming 9" Bulwark closed with steel cover fastened with toggles.
" " " C 2'3" x 2'3" craming 9" Bulwark closed with steel cover fastened with toggles.
Cofferdam hatches " freeboard deck D 2'0" x 1'6" craming 10" Channel closed with steel bolted covers 3/4 bolts spaced 3 1/4" apart.

At. Moulded draught	9.400 MR	displacement	22.31 M ³ per ckt.
"	9.200 MR	"	22.23 M ³ " "
"	9.000 MR	"	22.15 M ³ " "
"	8.800 MR	"	22.06 M ³ " "
"	8.600 MR	"	21.96 M ³ " "
"	8.400 MR	"	21.86 M ³ " "

Builder's name and yard number Rotterdamse Droogdok Maatschappij Yard number 186

Names of sister ships ☒

Owners Petroleum Maatschappij "La Corona"

Fee £ 228.00 will be Received by me L. Vries