

27 MAY 1932

Index No. 31153
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Computation of Freeboard for hull Tanker
 having Poof, Trunk, Forecastle
Port of Survey Curacao, S.W.I.

(Type of Superstructures.)

Date of Survey April 16-18, 1932

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

Name of Surveyor E. S. Whitham
 Moulded Dimensions: Length 305.0 Breadth 50.8 Depth 15.0
 Moulded displacement at moulded draught = 85 per cent. of moulded depth
 Coefficient of fineness for use with Tables .825
Particulars of Classification +100.A1Carrying petroleum in bulk

Depth for Freeboard (D)

 Moulded depth 15.0
 Stringer plate04
 Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) =$
 Depth for Freeboard (D) = 15.48

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R =(b) Where D is less than Table depth (if allowed)
(Table depth-D) R =
 $(20.33 - 15.04) 2.346 = -12.41$
 If restricted by superstructures 6.29
 $12.41 - 6.29 = -11.92$

Round of Beam correction

 Moulded Breadth (B) 50.2
 Standard Round of Beam = $\frac{B \times 12}{50} =$ 12.04
 Ship's Round of Beam = 12.04
 Difference 0.00
 Restricted to 0.00
 Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{0.00}{4} \times \left(1 - \frac{0.00}{305.0} \right) = -0.02$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poof enclosed	<u>88.27</u>	<u>88.27</u>	<u>6.29</u>	<u>6.29</u>	<u>84.77</u>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<u>14.0</u>		<u>22.5</u>		
" overhang aft	<u>33.35</u>	<u>33.35</u>	<u>7.5</u>		<u>33.35</u>
" overhang forward	<u>4.0</u>				
F'cle enclosed	<u>28.52</u>	<u>28.52</u>	<u>4.5</u>		<u>28.52</u>
" overhang	<u>4.09</u>	<u>4.09</u>	<u>6.29</u>		<u>3.43</u>
Trunk	<u>126.05</u>	<u>126.05</u>	<u>6.29</u>	<u>6.29</u>	<u>121.05</u>
" forward					
Tonnage opening aft	<u>121.62</u>	<u>247.67</u>			<u>239.17</u>
" forward					
Total	<u>120.71</u>	<u>247.33</u>			<u>228.65</u>

Standard Height of Superstructure 6.55" " R.Q.D. ✓Deduction for complete superstructure 35.67Percentage covered $\frac{S}{L} =$ 39.63% 39.87%" " $\frac{S_1}{L} =$ 81.06% 81.21%" " $\frac{E}{L} =$ 78.2% 78.42%

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 73.35%

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 35.67 73.35% = 26.16

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>40.50</u>	1		<u>40.50</u>	<u>2</u>	<u>14.00</u>	1		<u>14.00</u>
$\frac{1}{2}$ L from A.P.	<u>16.02</u>	4		<u>72.08</u>	<u>0</u>	<u>0</u>	4		
$\frac{3}{8}$ L "	<u>4.46</u>	2		<u>8.92</u>	<u>0</u>	<u>0</u>	2		
Amidships		4			<u>0</u>	<u>0</u>	4		
$\frac{3}{8}$ L from F.P.	<u>8.92</u>	2		<u>17.84</u>	<u>1</u>	<u>0</u>	2		
$\frac{1}{2}$ L "	<u>36.04</u>	4		<u>144.16</u>	<u>3</u>	<u>1.12</u>	4		<u>4.48</u>
F.P.	<u>81.00</u>	1		<u>81.00</u>	<u>24</u>	<u>24.00</u>	1		<u>24.00</u>
Total				<u>344.50</u>					<u>42.48</u>

 Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{322.02}{18} \left(.75 - \frac{198.2}{305.0} \right) = +9.87$

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 = 15.04
 Summer freeboard = 1.63
 Moulded draught (d) = 13.50

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 3.38 = 9.4cmAddition for Winter North Atlantic Freeboard (if required) = 3.38 + 3.05 = 6.43 = 16.4cm

Deduction for Fresh Water

Displacement in salt water at summer load water line

 $\Delta =$ 48.76
 Tons per inch immersion at summer load water line
T = 32.8Deduction = $\frac{\Delta}{40T}$ inches= 3.88 = 10cm

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 Depth Correction
 Deduction for superstructures
 Sheer correction
 Round of Beam correction
 Correction for Thickness of Deck amidships
 Other corrections, scantlings, etc.
Summer Freeboard = 18.46 34SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:
 Tropical Fresh Water Line above Centre of Disc 7.20 = 19cm
 Fresh Water Line " " 3.82 = 10
 Tropical Line " " 3.38 = 9
 Winter Line below " " 3.38 = 9
 Winter North Atlantic Line " " 6.43 = 16
18.34 = 47cm

Tropical Fresh Water Freeboard

Fresh Water " "

Tropical " "

Winter " "

Winter North Atlantic " "

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

[illegible]

Particulars of fiddley, funnel and ventilator coamings :—

Engine and Foreroom ventilators, also funnel and covers for Fiddley openings in efficient condition. ✓
Engine Room skylights of steel strongly constructed. ✓

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways :—

one (1) steel companionway on Forecastle deck 3'0" x 3'9" x 5'6" leading to enclosed Forecastle, door of steel with 15" sill, capable of being manipulated from both sides. ✓

one (1) steel companionway on Trunk Deck 5'6" x 9'9" x 4'6" leading to Pump Room, door of steel with 18" sill, capable of being manipulated from both sides. ✓

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

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

Forecastle Deck
4-8 inch dia. 15" coaming $\times \frac{1}{2}$ " (C.I.) to crew spaces and stores. Peep Deck 2-18". 10 6" coaming $\times \frac{3}{8}$ " to Eng. R. stores. X
4-8". 2 6" " $\times \frac{1}{4}$ " to ~~Stores~~ stores. ✓

Trunk Deck Fore
2-14" dia. 3 6" coaming $\times \frac{3}{8}$ " to fore-hold & store. Trunk Deck aft 2-18". 3'0" " $\times \frac{3}{8}$ " to Pump Room. ✓

Efficient closing appliances provided Closing X

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

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

Particulars	Particulars
<u>Forecastle Deck</u> 1-4" dia. 30" above deck to fore peak tank ✓	<u>Poop Deck</u> 1-4" dia. 27" above deck to A.P. tanks ✓
5-3" " 6" " " " W.C. P & S. ✓	2-2½" 36" " " " F.W. tanks ✓
<u>Freeboard Deck</u> 6-2" 39" " " from Wing Tank ✓	<u>Trunk Deck</u> 3-3½" 48" " " to oil fuel Tanks. ✓
hatch coamings to main air vent to masthead.	

Particulars of Gangway Cargo and Coaling Ports:—

None

Particulars of Scuppers and Sanitary Discharge Pipes. — 2-6 inch and 3-4 inch storm discharge valves on ships side from W.C.'s. all discharges from wash basins etc in Poop, Captains Quarters and Forecastle fitted with storm valves on ships side and efficient traps at the inboard end. one (1) scupper from Galley Coal Bunker led into Engine Room Bilge. all scupper and storm valve chests (cast iron) fitted with steel covers, copper valve and pin. ✓

Particulars of Side Scuttles:

all side scuttles in Forecastle and Poop fitted with efficient hinged dead-lights permanently attached. ✓

Particulars of Guard Rails :—

Treeboard Deck. 3' 6" high - 3 rails, stanchions spaced from 5 to 6 ft.
Trunk Top. 3' 6" " 3 " " " " " "
Poop Deck (aft) " " " " " " " "
Forecastle Deck (part rails) " " " " " " " "

Particulars of Gangways, Lifelines, etc.

The Trunk top forms a gangway between the Poop and Forecastle.

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	open rails on Freeboard Deck and Trunk Top. ✓					
Forward Well						

State position of each freeing port } After Well :—
(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 :—

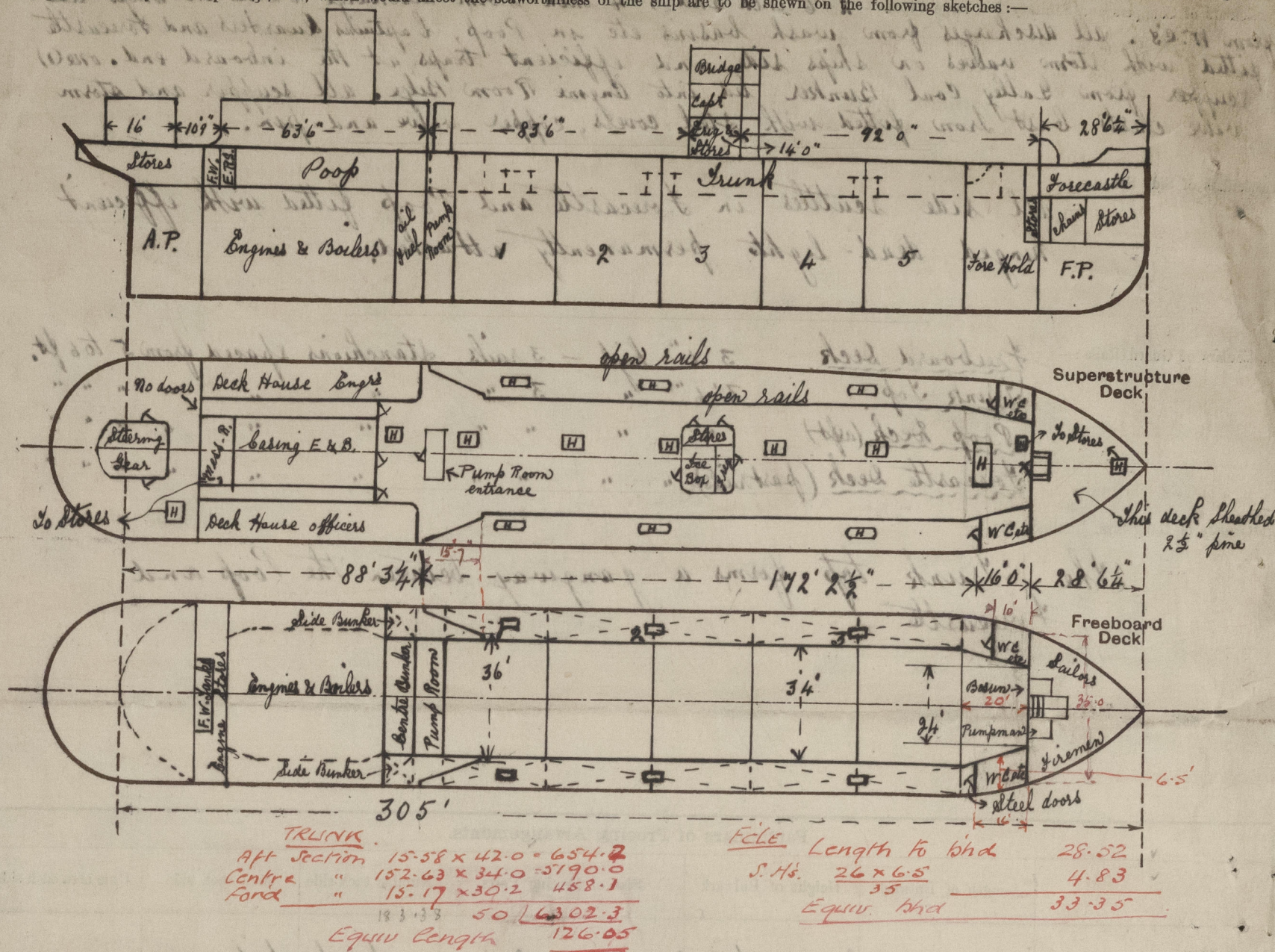
Additional area where sheer is less than standard.

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 ...	"40 ✓	"34 ✓	7x3x36 BA	24" ✓	Bkts ✓	✓ ✓	✓ ✓	✓ ✓
Steering gear deck house								
Raised Quarter Deck	"3 ✓	"26 ✓	4x3x40 ✓	varies 42" limit	Bkts ✓	2'x5' ✓	18" ✓	7'6" ✓
Bridge, After Bulkhead ...								
Bridge, Forward Bulkhead ...	"36 ✓	"26 ✓	3x2½x30 ✓	24" to 36" ✓	Bkts ✓	2'x5' ✓	18" ✓	22'6" ✓
Forecastle Bulkhead ...	"34 ✓	"34 ✓	4x3x30 ✓	24" ✓	Bkts ✓	2'3"x5'3" ✓	15" ✓	✓ ✓
Trunk, Aft ...	"44 ✓	"34 ✓	5½x3x36 BA ✓	24" ✓	none ✓	✓ ✓	✓ ✓	✓ ✓
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks	"34 ✓	"34 ✓	4x3x40 ✓	24" ✓	more Bkts ✓	2'3"x4'6" ✓	18" ✓	7'6" ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

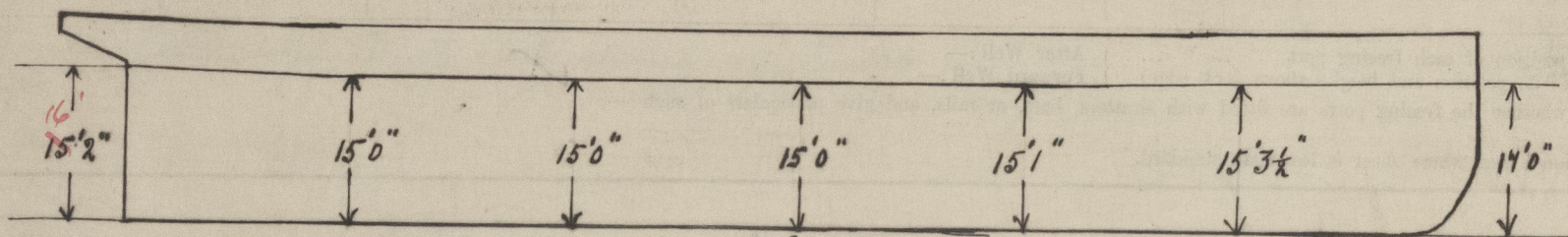
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ...	No openings.
Steering Brg deck house	
Raised Quarter Deck Bulkhead ...	Steel doors capable of being manipulated from both sides
Bridge, After Bulkhead ...	" " " " " " " " " " " "
Bridge, Forward Bulkhead ...	" " " " " " " " " " " "
Forecastle Bulkhead ...	No openings.
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	Steel door on companionway capable of being manipulated both sides
Exposed Machinery Casings on Superstructure Decks ...	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	Steel door capable of being manipulated from both sides.
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 shown on the following sketches:—



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



F.W.		Trunk	File 6.1
5110	= 13.51	15.58 x 42.00 = 654.4	16.16 x 4.5 = 72.72
85 x 15	= 12.75	152.63 x 34.00 = 5190.0	35
	76	15.91 x 30.02 = 477.6	
Δ mlt @ 12.75	= 458.0	164.17	6222.0
76 x 12 x 32	292		164.17
	4872		
	4872		
	4872		

Builder's name and yard number. *Rotterdamsche Droogdok Maatschappij. No. 93.*

Names of sister ships. *Maximina; Manuela; Mariana; Martica; Marsella; Maruja.*

Owners. *Buracaosche Scheepvaart Maatschappij.*

Fee £ *50* (7/11/02)

Received by me

See N.Y.K. Co.

CCO 10/5/02



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