

DISCLOSED SECTION NO. 423
Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.Index No. 25210
(For London Office only.)

DANZIG No 15.

-3 NOV 1931

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Poop, bridge and Forecastle

Port of Survey Amsterdam

now registered at Panama
(Type of Superstructures.)

Date of Survey 24-30 October 1931

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

M.V. "JOSIAH MACY"

Danzig

433

6847

1917

Name of Surveyor H. P. Jonker

Moulded Dimensions: Length 128.0 M^R Breadth 17.37 M^R Depth 9.60 M^R

Moulded displacement at moulded draught = 85 per cent. of moulded depth 15120 tons

Coefficient of fineness for use with Tables .813

Particulars of Classification +100 A1

Carrying Petroleum in Bulk.
Longitudinal frame

Depth for Freeboard (D) M ^R				Depth correction		Round of Beam correction	
Moulded depth	...	...	9.60	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	17.37
Stringer plate	...	...	0.02	8.33(9.62-8.53)30 = + .272		Standard Round of Beam = $\frac{B \times 100}{50}$	.344
Sheathing on exposed deck	...	...	✓	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	.356
$T \left(\frac{L-S}{L} \right) =$						Difference	.009
Depth for Freeboard (D) =			9.62	If restricted by superstructures	✓	Restricted to	
						Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{.009}{4} \times .588 = -$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	29.79	29.79	2.44		29.79
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	10.37	10.37	2.54		10.37
" overhang aft ...	1.05	.79			.79
" overhang forward ...	1.05	.52			.52
Fore enclosed ...	11.28	11.28	2.44		11.28
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	53.54	52.75			52.75

Standard Height of Superstructure

2.29

R.Q.D.

Deduction for complete superstructure

1.067

Percentage covered $\frac{S}{L} =$

41.83

 $\frac{S_1}{L} =$

41.21

 $\frac{E}{L} =$

41.21

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. TANKER

32.21

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) ✓

Deduction = 1.067 x 32.21 = .344

See Gottemburg Report 16/6/31

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	1.321	1	1.321	1.588	1.588	1	1.588
$\frac{1}{2}L$ from A.P. ...	.587	4	2.348	.610	.610	4	2.440
$\frac{2}{3}L$ " ...	.145	2	.290	.127	.127	2	.254
Amidships ...	-	4	-	-	-	4	-
$\frac{2}{3}L$ from F.P. ...	.291	2	.582	.343	.343	2	.686
$\frac{1}{2}L$ " ...	1.175	4	4.700	1.427	1.427	4	5.788
F.P. ...	2.642	1	2.642	3.302	3.302	1	3.302
Total ...			11.883				14.058

Mean actual sheer aft =
Mean standard sheer aft =Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Tanker
does not
apply.Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2.175}{18} (.75 - .2091) = -.065$

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 = 9.62

Summer freeboard = 1.74

Moulded draught (d) = 7.88

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48} = 164$

Addition for Winter North Atlantic Freeboard (if required) = 105

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40T}$ inches

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. ...

1.712

1.879

+

-

.272

.344

.065

.001

-

-

.272 .410 = .138

Summer Freeboard = 1.741

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	.32
Fresh Water Line " ...	.16
Tropical Line " ...	.16
Winter Line below " ...	.16
Winter North Atlantic Line " ...	.27

Tropical Fresh Water Freeboard ...

Fresh Water " ...

Tropical " ...

Winter " ...

Winter North Atlantic " ...

1.74

1.42

1.58

1.58

1.90

2.06

6 NOV 1931

MARKING FORM
24 MAR 1937
RECEIVEDMARKING FORM
-1 JUN 1937
RECEIVEDMARKING FORM
3 DEC 1931
RECEIVED

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

- * 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 ?

Particulars of Flush Bunker Scuttles:— *None -*

Doors manipulated from both sides

Particulars of Companionways:— Ventilators on Superstructure decks

S.B. Dr Poop deck: one $800 \times 360 \times 8$, one $800 \times 250 \times 8$, one $600 \times 500 \times 10$ to wash place. W.C. Cuv and " " " "

S.B. Dr Poop deck: one $800 \times 360 \times 8$, one mushroom $300 \times 700 \times 12$, one $800 \times 250 \times 8$ to wash place. W.C. Cuv and " " " "

P.S. Dr Forward $850 \times 450 \times 9$ on S.B. & P.S.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— One to dry cargo hold forward 550 x 450 kg on SB & PS
One to forward pump room 900 x 300 x 4 on SB & PS

One to both forward cofferdam coaming 900 x 300 x 9 PS & SB. One to forward pumproom 900 x 300 x 9 PS & SB.
One to midship pumproom coaming 1325 x 610 x 10 PS & SB. One ventilator derrick post 500 mm diam on SB & PS.
All ventilator coamings are provided with efficient closing arrangement ✓

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 :-

On Fore castle deck : 2 goosenecks 500^{mm} high to forward deep tank, and one 450 high to fore peak tank ✓

On Prop. deck : 5 goosenecks 610^{mm} high on PS and 3 goosenecks 610^{mm} high on SB to tanks in motor space

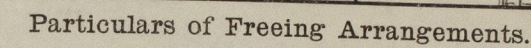
On Upper deck : 2 air pipes 2200^{mm} high to oil fuel bunkers on SB & PS. ✓

Satisfactory means are provided for closing the openings of the air pipes

Particulars of Gangway Cargo and Coaling Ports:— *None.*—

Particulars of Side Scuttles: *No side lights below upperdeck*
Side lights in superstructures are fitted with efficient inside dead lights

Particulars of Guard Rails:— Bulwark, with freeing ports as given below (no guard rails)



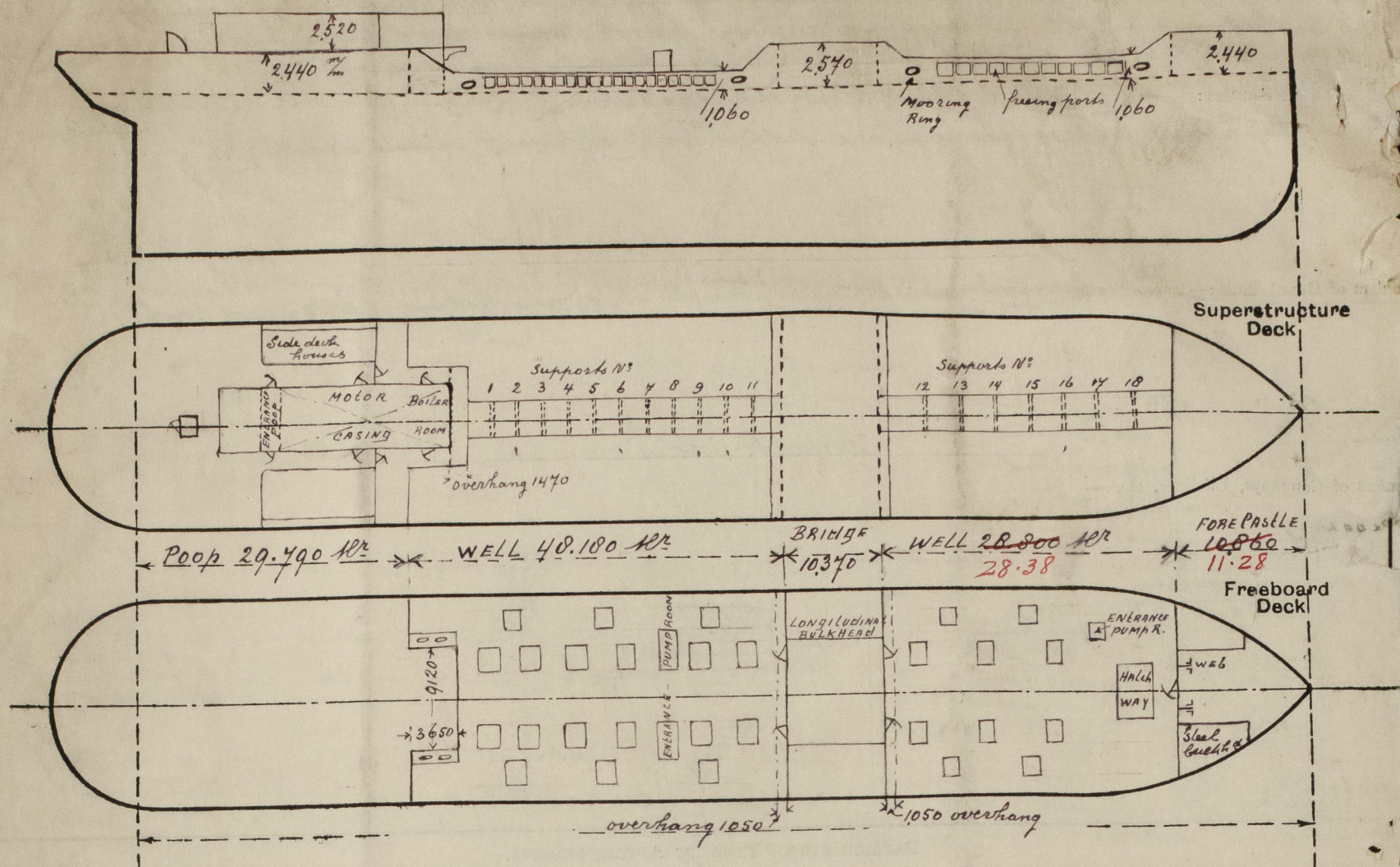
State position of each freeing port ... { After Well:—
(P. and A: position and height above deck edge) { Forward Well:—
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
Additional area where sheer is less than standard.

	Particulars of Superstructures, Trunks, Casings, Deckhouses.
--	--

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

Poop Bulkhead	no openings ✓
Raised Quarter Deck Bulkhead	✓
Bridge After Bulkhead	2 W.T. doors capable of being manipulated from both sides ✓
Bridge Forward Bulkhead	2 W.T. doors capable of being manipulated from both sides ✓
Forecastle Bulkhead	1 W.T. door capable of being manipulated from both sides ✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks	✓
Exposed Machinery Casings on Super-structure Decks	1 W.T. door on each side in long bulkhead Capable of being manipulated from both sides ✓
Machinery Casings on in Superstructures not fitted with Class I Closing Appliances	1 W.T. door on each side in long bulkhead Capable of being manipulated from both sides ✓
Deckhouses or Flush Deck Ships	1 W.T. door to each entrance Capable of being manipulated from both sides ✓

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:—



The freeboard assigned by the See-Berufsgenossenschaft (1,740 HP set off from the steel deck at side) has now been marked on the vessel's side.

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

The following alterations or additions have been carried out at the request of the Germanischer Lloyd.

VIZ: Freeing ports increased as per report.

Crews gangway strengthened by L 90x90x10 only fitted on Support N° 2-3-5-6 8-9-12-13-15 and 16 as per sketch.

Steel cover fitting on hatchway to dry cargo hold forward.

Builder's name and yard number *Skinner & Eddy Corp.*

Names of sister ships *✓*

Owners *Balt. Amer. Petr. Imp. Co. m. l. h.*

Fee £ *no fee charged*

Received by me *H. P. Lister*



© 2021

Lloyd's Register Foundation