

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
having Prop. Bridge and Fore castle
(Type of Superstructures.)
Port of Survey Amsterdam
Date of Survey 28th December 31
Name of Surveyor B.P. Yonker
Ship's Name M.V. "GOLDMOUTH" Nationality and Port of Registry British London Official Number 149838 Gross Tonnage 7402 Date of Build 1927
Moulded Dimensions: Length 440' Breadth 59' Depth 32.45'
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16800 tons
Coefficient of fineness for use with Tables .814 (16650 m³)
Particulars of Classification +100A1
carrying petroleum in bulk.

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	32.45'	(a) Where D is greater than Table depth (D - Table depth) R = (32.81 - 29.33) 3 = +10.44		Moulded Breadth (B)	59
Stringer plate	.006	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	14.16
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$				Ship's Round of Beam	14.3475
				Difference	.59
Depth for Freeboard (D) =	32.81'	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$.59 x .5534 = .3266

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poep enclosed ...	98'-6"	98.5	7'-6"	-	98.5	Standard Height of Superstructure <u>7.50'</u>
" overhang ...	-	-	-	-	-	" " R.Q.D. <u>-</u>
R.Q.D. enclosed ...	-	-	-	-	-	Deduction for complete superstructure <u>42.00</u>
" overhang ...	-	-	-	-	-	Percentage covered $\frac{S}{L} =$ <u>45.63</u>
Bridge enclosed...	34'-0"	34.0	7'-9"	-	34.0	" " $\frac{S_1}{L} =$ <u>44.66</u>
" overhang aft ...	3'-0"	2.25	-	-	2.25	" " $\frac{E}{L} =$ <u>44.66</u>
" overhang forward	3'-0"	1.50	-	-	1.50	Percentage from Table, Line A. <u>-</u>
Ele enclosed ...	58'-3"	58.25	7'-9"	-	58.25	(corrected for absence of forecastle (if required))
" overhang ...	4'-0"	2.00	-	-	2.00	Percentage from Table, Line B. <u>35.66</u>
Trunk aft ...	-	-	-	-	-	(corrected for absence of forecastle (if required))
" forward ...	-	-	-	-	-	Interpolation for bridge less than 2L (if required) <u>Does not apply</u>
Tonnage opening aft ...	-	-	-	-	-	Deduction = <u>42.0 x .3566 = 14.98</u>
" " forward	-	-	-	-	-	
Total ...	200.75'	196.50			196.50	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	54.00	1		54.00	54"	54.00	1		54.00	Mean actual sheer aft = <u>Excess</u>
$\frac{1}{4}$ L from A.P. ...	24.03	4		96.12	24"	24.03	4		96.12	Mean actual sheer forward = <u>Deficient</u>
$\frac{3}{4}$ L " ...	5.94	2		11.88	6.5"	5.94	2		11.88	Mean standard sheer forward
Amidships ...	-	4		-	0	0	4		-	Length of enclosed superstructure forward of amidships = <u>Tankers does not apply</u>
$\frac{3}{4}$ L from F.P. ...	11.88	2		23.76	12"	12.00	2		24.00	" " aft of " =
$\frac{1}{4}$ L " ...	48.06	4		192.24	44.8"	44.80	4		179.20	
F.P. ...	108.00	1		108.00	102"	102.00	1		102.00	
Total ...				486.00					467.20	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{18.8}{18} (.75 - .228) = +.55$

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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Fresh Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.814 + .68}{1.36}$	<u>42.50</u>
Depth to Freeboard Deck = <u>32.81'</u>	$\Delta =$ <u>15960</u>	Depth Correction ...	<u>49.64</u>
Summer freeboard = <u>6.30'</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ...	<u>14.98</u>
Moulded draught (d) = <u>26.51'</u>	T = <u>54.4</u>	Sheer correction ...	<u>.55</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.63'</u> = <u>6.74'</u>	Deduction = $\frac{\Delta}{40T}$ inches = <u>7.33'</u>	Round of Beam correction ...	<u>.08</u>
on for Winter North Atlantic Freeboard (if required) = <u>4.40'</u>		Correction for Thickness of Deck amidships ...	<u>-</u>
		Other corrections, scantlings, etc. ...	<u>-</u>
			<u>10.99</u> <u>15.06</u> <u>- 4.07</u>
			Summer Freeboard = <u>45.54'</u>

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

Tropical Fresh Water Line above Centre of Disc	... 14" ... 14"	Tropical Fresh Water Freeboard	... 6'-2 1/2" ... 6'-2 1/2"
Fresh Water Line	... 7 1/4" ... 7 1/4"	Fresh Water	... 5'-1 1/2" ... 5'-1 1/2"
Tropical Line	... 6 3/4" ... 6 3/4"	Tropical	... 5'-8 1/4" ... 5'-8 1/4"
Winter Line below	... 6 3/4" ... 6 3/4"	Winter	... 5'-8 3/4" ... 5'-8 3/4"
Winter North Atlantic Line	... 11 1/4" ... 11 1/4"	Winter North Atlantic	... 6'-10 1/4" ... 6'-10 1/4"

1-5 AUG 1932

MARKING FORM
16 APR 1840
RECEIVEDMARKING FORM
12 JUL 1897
RECEIVED

RECEIVED

31 DEC 1931

RECEIVED

57 AUG 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	To Cargo and Wing Tanks	To Forward Cofferdam	To Settling Tanks	To After Cofferdam	To Cross Bunker	To Forward Deep Tank	To Fore Castle Space	To Poop Space	To Bob Space	To ...
Dimensions of Hatchway	6'-0" x 4'-0"	30' x 24'	24' x 18'	30' x 24'	45' x 20'	10-0 x 9-0	24' x 24'	5-0' x 3-0'	3-0' x ...	
COAMINGS	Height above Deck	5	5	5	5	32	5	9	5	
	Thickness	9 x 3 1/2 x .50	8 x 3 1/4	9 x 3 1/2	8 x 3 1/4	9 x 3 1/2	9 x 3 1/2	above wood deck 2 x 3 1/2	9 x 3 1/2	
	Sides		x .40-52	x .50	x .40-52	x .50	x .50			
	Stiffeners	none	none	none	none	none	none	none	none	
HATCH BEAMS	Brackets, Stays	none	none	none	none	none	none	none	none	
	Number	none	none	none	none	none	none	none	none	
	Spacing	none	none	none	none	none	none	none	none	
	Scantling and Sketch	none	none	none	none	none	none	none	none	
FORE AND AFTERS	Bearing Surface	none	none	none	none	none	none	none	none	
	Number	none	none	none	none	none	none	none	none	
	Spacing	none	none	none	none	none	none	none	none	
	Unsupported Lengths	none	none	none	none	none	none	none	none	
HATCH COVERS	Scantling* and Sketch	none	none	none	none	none	none	none	none	
	Bearing Surface	none	none	none	none	none	none	none	none	
	Material	steel	steel	steel	steel	steel	steel	steel	steel	
	Thickness	.50	.40	.40	.40	.40	.50	.40	.50	
HATCH COVERS	How fitted	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	
	Bearing Surface	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	W.T. hinged cover	
	Spacing of Cleats	all steel W.T. covers stiffened as required								
	Number of Tarpaulins	none	none	none	none	none	none	none	none	

*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 fiddle, funnel and ventilator coamings:

Fiddle & funnel halibuts on casing top 4'-2" x 3'-0" angle coaming L 3 x 3 x .28 steel cover .24 permanently attached in their proper position
 On casing top 4 ventilators 4'-6 x 3'-0 diam x .44 and 4 ventilators 3'-8 x 2'-0 diam x .40 to boiler and motor room
 On Boat deck 3 ventilators 3'-6 x 2'-0 diam x .40 to motor room and 4 ventilators 1'-8 x 1'-2 diam x .32 to poop space
 On Boat deck 15 ventilators 1'-4 x 8" diam x .32 to accom. engineers on top of Poop deck

COMPANIONWAYS

Particulars of Flash Bunker Scuttles:

On freeboard deck: to pump room W.T. steel door 4'-6 x 1'-9 (in fore castle bulkhead) coaming 2 3/2" high
 " " " : to forward hold W.T. steel door 4'-6 x 1'-9 " " " " coaming 2 3/2" high
 " " " : to midships pump room W.T. steel door 4'-6 x 2'-3 (in deck house) coaming 18" high
 On Poop deck : to poop space steel door 5'-0 x 2'-0 on SB side coaming 16" above wood deck
 " " " : to poop space steel door 5'-0 x 2'-0 coaming 19" one on SB and PS in deck house on Poop
 " " " : to boiler room in exposed casing on SB side one W.T. door 5'-0 x 2'-0 coaming 15" above wood deck (wood deck only filled on SB above a engineers cabin in Poop space)
 " " " : to boiler room in exposed casing on P.S. one steel door 5'-0 x 2'-0

Particulars of Companionways:— coaming 18" high

PARTICULARS OF VENTILATORS IN EXPOSED POSITION ON FREEBOARD AND SUPERSTRUCTURE DECKS:—

ON FORE CASTLE DECK: above wood deck: 16 ventilators 16" x 8" diam x .30 to fore castle space
 2 ventilators 35 x 15" diam x .36 to forward hold, One ventilator 23 x 12" diam x .32 to pump room and one ventilator 22 x 12" diam x .32 to spaces above forepeak tank
 3 grooves 9 x 4" diam P x 9" to W.C.'s and wash places crew on fore castle space

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

ON BRIDGE DECK: above wood deck: 6 ventilators 15" x 8" diam .36 to store rooms in bridge space
 ON POOP DECK : 10 ventilators 20 x 8" diam x .30 to steering house, W.C.'s, store rooms etc in Poop space
 : two ventilators 38 x 22" diam x .40 to motor room and one ventilator 25 x 11 1/2" diam x .36 to work place in poop space

ON FREEBOARD DECK: two ventilators 5'-0 x 3'-0" diam x .44 to midships pump room adequately supported

All ventilators closed by steel mushrooms screwed down and canvas cover

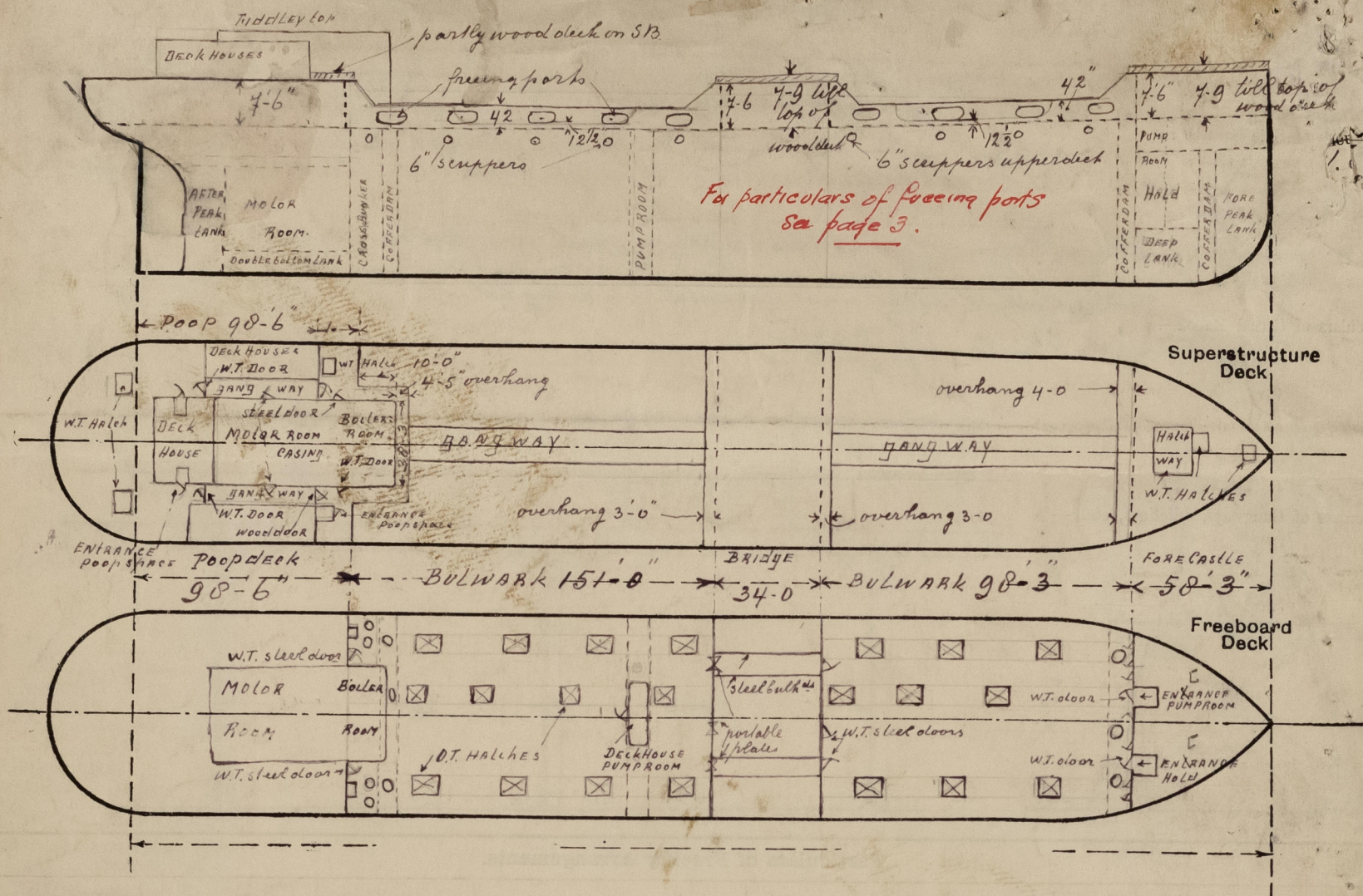
Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

On fore castle deck: one air pipe 16 x 5" diam to forepeak tank 16" brass grating
 On freeboard deck: to forward cofferdam one air pipe 3'-0 x 3 1/2" and 3 of 2'-2 x 3 1/2" diam to forward deep tank two air pipes of 3'-0 x 4 1/2" diam to after cofferdam three of 3'-3 x 3 1/2" diam, to double bottom tanks, cross bunker and settling tanks 6 of 6'-6 x 3" diam
 On Poop deck: two to cross bunker 2'-6 x 4 1/2" diam, to double bottom tank 7 of 2'-7 x 3" diam
 Efficient means of closing provided

Particulars of Gangway Cargo and Coaling Ports:—

ON FREEBOARD DECK: to each cargo and wing tank one ullage pipe and one sounding pipe 12" x 3 1/2" diam closed with steel plug
 The air pipes have efficient means for closing the openings

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:—



Wood deck on Fore Castle and Bridge deck 3" pitch pine
Wood deck on Poop deck on S.B. only above Engineers Cabin.

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

Recommended.

Open Rail to be fitted for at least 50% length of the exposed portion of the weather deck

All entrances to the structures from the freeboard deck and to the exposed machinery casings on the superstructure deck to be made capable of being closed and secured from both sides.

Air pipes on freeboard deck to be made 36" high, and satisfactory means for closing the openings of the air pipes on freeboard & superstructure deck

Storm valves to be fitted in all sanitary pipes led through the ship's sides from spaces below the freeboard deck.

Ventilators on poop deck to be made 30" high.

With a view to the above recommendation for closing the openings in the air pipes owners stated that canvas covers will be fitted for closing the openings in the air pipes.

Builder's name and yard number My Fyenoord, No. 302, Rotterdam.

Names of sister ships "SPONDILUS"

Owners Anglo Saxon Petroleum Co. Ltd.

Fee £ 15 : 6 : 0 Received by me

@ 12% = fl 183, 60 : 20.150 @ 1.85

25/7/32
a/c 27/7/32 from London



© 2021

Lloyd's Register Foundation