

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	Dimensions of Hatchway	Height of steel above deck	Thickness of sides	Stiffeners	Brackets or Stays	Number	Spacing	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Number	Spacing	Unsupported lengths	Scantling and Sketch	Bearing Surface and thickness of carriers or sockets	Material	Thickness	How Fitted	Bearing Surface	Spacing of Cleats
1	19' 9" x 14' 7"	42"	38	1/2" x 1/2" flat	3 ft. bkt's	3	10' 5 1/2"	201		2	14' 9 3/4"	9' 11"	8 1/2" x 7 1/2"	3 x 3 x 1/4"	W.P.	2 1/2"	2 3/8"	21" x 2 1/4"	2
2	14' 9" x 14' 7"	40 1/2"	31	1/2" x 1/2" flat	3 ft. bkt's	3	10' 5 1/2"	201		2	14' 9 3/4"	9' 11"	8 1/2" x 7 1/2"	3 x 3 x 1/4"	W.P.	2 1/2"	2 3/8"	21" x 2 1/4"	2

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

Yes

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?

Gangways and Lifelines P & S led from eyebolts on poop front to fell behind and line led through portable stanchions fitted on hatch stiffeners

Gangway, Cargo and Coaling Ports in sides of ship

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 15<sup>th</sup> January 1933

(init) J.F.L. Chief Surveyor.  
 (signed) W.H. Barlow Secretary.

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LL 4.C. THE BRITISH CORPORATION REGISTER OF SHIPY  
 SHIPPING AND AIRCRAFT  
 SURVEY FOR FREEBOARD  
 "Rijn" S.S. (ex "Volly King" ex "Mechdrecht")  
 LL 3300

STEAMER, TANKER, SAILER  
 Nationality: British  
 Port of Registry: London  
 Official Number: 147540  
 Gross Tonnage: 503  
 Date of Build: 1918

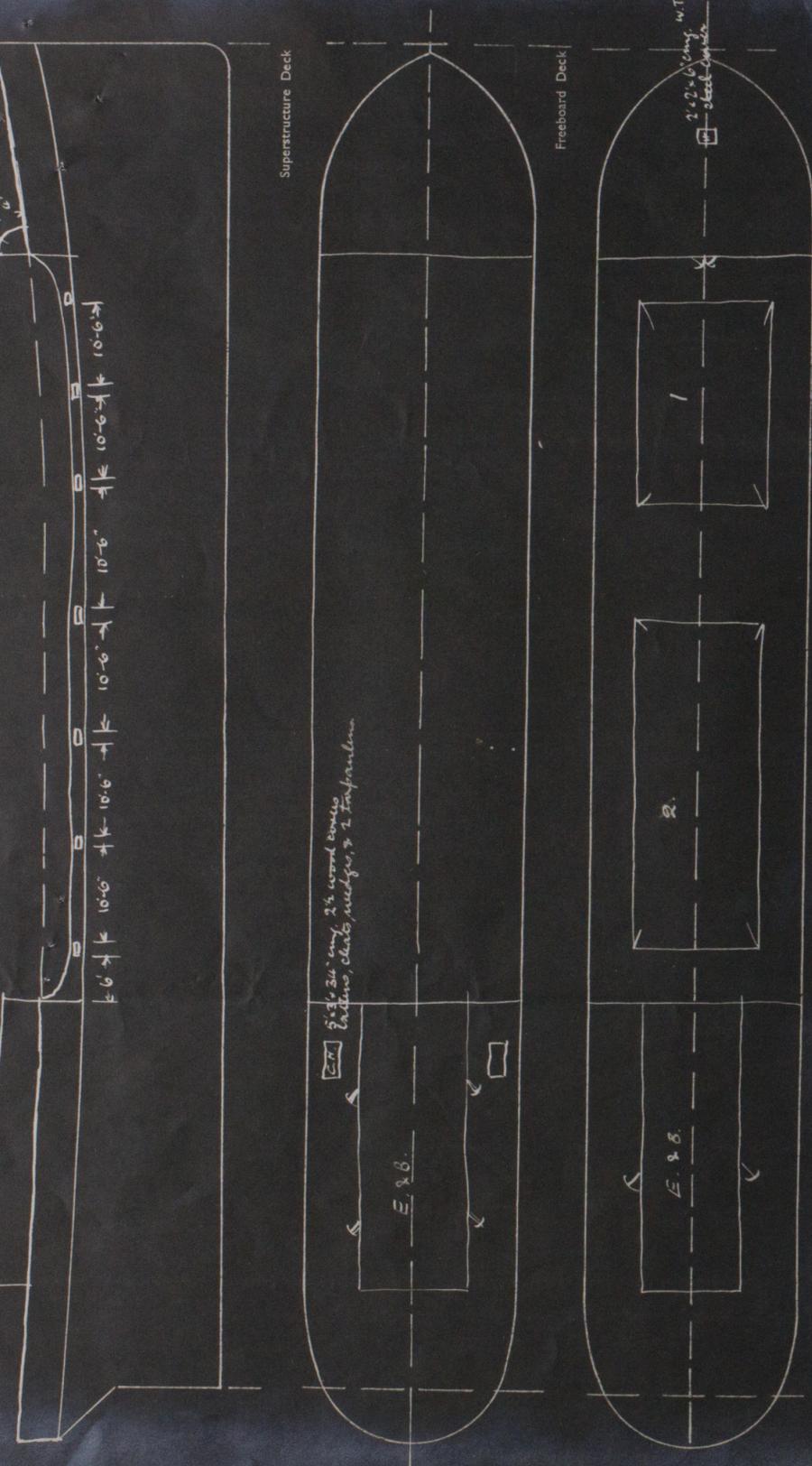
Builders' Name and No. of Ship: Joh. Berg. Delfzijl  
 Owners: Walford Lines Ltd London.  
 Port and Date of Survey: London 1/33  
 Name of Surveyor: J. Ferguson

Particulars of Classification: B.S. (with Freeboard) Names of Sister Ships  
 Type of Superstructures: Poop and Forecastle.

Give full particulars of the following:—  
 Fiddle and Funnel Coamings (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)  
 On top of 6'-6" casing; steel covers to fiddle openings, clipped to grating where protected, permanently attached elsewhere.  
 Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)  
 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)  
 To fell: - steel, 42" sill, hinged steel door e. & s. both sides.  
 To aft acc. & E. & B. space: - steel house, 15" sills, hinged wood doors e. & s. both sides.  
 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 and canvas covers. 3 1/2" - 4"  
 Feli: - 21" emp.  
 Forewell: - 42"  
 Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)  
 Feli: - 12 24"  
 Upper Deck: - 22 60"  
 Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)  
 Sanitary discharges led overboard above upper deck, valves & shell scuppers from P & F spaces have efficient temporary closing appliances fitted & inboard ends.  
 Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)  
 Ordinary circular lights with hinged iron deadlights.  
 Guard Rails on freeboard and superstructure decks (state type and where fitted)  
 Upper rails on P & F decks.



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 shown on the following sketches.



Statement of special features in the construction of the ship

COMPUTATION OF FREEBOARD.

Length on summer load line Moulded Breadth Moulded Depth Depth of Keel  
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth Tons  
 Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85}$   
 Displacement and tons per inch immersion in salt water at summer load line  
 Moulded depth Deduction for Fresh Water  $\frac{\Delta}{40 T}$  inches  
 Stringer Plate Round of Beam Correction  
 Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  Ships Round of Beam inches  
 Rise of floor (in sailers) Standard Round of Beam  $\frac{B \times 12}{50}$   
 Depth for Freeboard (D) Difference  
 Table Depth Restricted to  
 Depth Correction Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right)$   
 If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	Standard Height of Superstructure
Poop							R.Q.D.
Raised Quarter Deck							Percentage covered S/L =
Bridge	F	A					E/L =
Forecastle							from Table line A, B, (corrected for absence of forecastle if required)
Trunk Aft							Percentage from Table by interpolation for Bridge less than .2L if required
Forward							Deduction =
Tonnage Opening Aft							Percentage from Table for Tankers (or Timber ships) =
Forward							Deduction =
Totals							

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	Standard .. ..
A.P.				1			
1/2 L from A.P.				4		Mean Actual sheer forward	Standard .. ..
1/2 L from A.P.				2			
Amidships				4		Length of enclosed superstructure forward of amidships	Length of Ship
1/2 L from F.P.				2			
1/2 L				4		Length of enclosed superstructure aft of amidships	Length of Ship
F.P.				1			
				18			
Effective Mean Sheer						Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) =$	
Standard .. ..		.05L + 5				If limited on account of midship superstructure =	
Difference						to maximum allowance of 1 1/2 ins. per 100 ft. =	

TABULAR FREEBOARD corrected for flush deck if required  
 Correction for co-efficient

Depth correction  
 Deduction for superstructures  
 Sheer correction  
 Round of Beam correction  
 Correction for thickness of deck amidships  
 Other corrections, scantlings, etc.  
 Summer Freeboard in inches  
 Additional allowance for superstructures on Timber carrying ships  
 Summer Timber Freeboard in inches

DRAUGHTS AND SEASONAL CORRECTIONS  
 Sailer, Tanker, Steamer Timber  
 Depth to Freeboard Deck in feet  
 Summer Freeboard in feet  
 Moulded Draught (d)  
 Addition for Keel  
 Extreme draught  
 Deduction for Tropical and addition for Winter freeboard  $d/4 =$  ins.  
 Addition for Winter North Atlantic (if required) = ins.  
 Deduction for Tropical Timber Freeboard  $\frac{d}{4}$  = ins.  
 Addition for Winter .. ..  $\frac{d}{3}$  = ins.  
 .. .. N.A. Timber Freeboard (if required) = ins.

1906

Line	Position	Freeboard
SUMMER FREEBOARD	recommended amidships from centre of disc to top of deck line, (..... wood ..... steel)	1'-2"
TROPICAL FRESH WATER LINE	above centre of disc	4 1/2"
FRESH WATER LINE	" " "	3"
TROPICAL LINE	" " "	1 1/2"
WINTER LINE	below " " "	1 1/4"
WINTER NORTH ATLANTIC LINE	" " "	3 1/2"
SUMMER FREEBOARD	recommended amidships from centre of disc to top of deck line	1'-2"
TROPICAL FRESH WATER Timber line	above centre of disc	4 1/2"
FRESH WATER	" " "	3"
TROPICAL	" " "	1 1/2"
WINTER	" " below " " "	1 1/4"
WINTER NORTH ATLANTIC	" " "	3 1/2"

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	.38	.38	4 x 3 x 4	24"-36"				
R.Q.D. "								
Bridge Aft Bulkhead								
Forward "								
Forecastle Bulkhead	.31	.31	3 x 3 x .38	24"-30"		1 @ 5'-6" x 2'	42"	
Trunk, Aft								
Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	.31	.31	4" x 1 1/2" Ls	24"	Block at top	4 @ 4'-6" x 1'-10" 15"	6'-6"	
Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances						2 @ .. ..	1'	
Deckhouses on flush deck ships								

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

Poop Bulkhead: no openings  
 R.Q.D. .. ..  
 Bridge Aft Bulkhead: .. ..  
 Forward .. ..  
 Forecastle Bulkhead: Hinged steel door manipulated both sides  
 Exposed Machinery Casings on Freeboard or R.Q. decks: .. ..  
 Exposed Machinery Casings on superstructure decks: wood doors  
 Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances: steel  
 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					
Forward Well	87.66	3.3	7 @ 1'-9" x 1'-3" + 2 1/4" of addtl.	14.54 sq	17.53 sq
State fore and aft position and height above deck to bottom of port, for each port			After Well		
State whether freeing ports are fitted with shutters, bars or rails, and give particulars			Forward Well	See sketch for position	6' each
					open with 1 horiz. rod.

Give particulars of freeing port area, etc., on superstructure decks

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