

# WRECK SECTION

## Lloyd's Register of Shipping.

### SURVEYS FOR FREEBOARD.

Index No. **34014**  
(For London Office only.)GREENOCK REPORT NO. **1933**

Computation of Freeboard for **MOTORSHIP** ~~Steamer, Sailing Ship, Tanker~~  
having **POOP & FORECASTLE.**

Port of Survey **GREENOCK**Date of Survey **OCT 20<sup>TH</sup> 1932**Name of Surveyor **Kenneth Ingh**Particulars of Classification **+100A1.**

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<b>NEPTUNUS.</b>	<b>DUTCH.</b> <b>GRONINGEN</b>	<b>✓</b>	<b>420</b>	<b>1931</b> <b>6</b>
Moulded Dimensions: Length <b>148.58</b>	Breadth <b>25.4</b>	Depth <b>11.4</b>	<b>3.460 m</b>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth				
Coefficient of fineness for use with Tables <b>.789</b>				

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <b>3.460</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>8.33(3.47 - 3.02) 11.436 = + 43%</b>	Moulded Breadth (B) <b>7.74 m</b>
Stringer plate ... .. <b>.010</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>-</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{155}{50} = 3.1$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>-</b>	Ship's Round of Beam = <b>9.229%</b>
Depth for Freeboard (D) = <b>3.470</b>		Difference <b>74%</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{74^2}{4} \times .6052 = - 11\%$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poep enclosed ... ..	<b>11.94</b>	<b>11.94</b>	<b>2095</b>	<b>✓</b>	<b>11.94</b>
" overhang ... ..	<b>2.0</b>	<b>.30</b>			<b>.30</b>
R.Q.D. enclosed ... ..	<b>.61</b>				
" overhang ... ..					
Bridge enclosed ... ..					
" overhang aft ... ..					
" overhang forward ... ..	<b>5.33</b>	<b>5.33</b>	<b>2095</b>	<b>✓</b>	<b>5.33</b>
F'cle enclosed ... ..	<b>17.5</b>	<b>.31</b>			<b>.31</b>
" overhang ... ..	<b>2.0</b>				
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..	<b>18.49</b>	<b>17.88</b>			<b>17.88</b>

Standard Height of Superstructure <b>1830</b>	<b>✓</b>
" " R.Q.D. <b>530</b>	<b>✓</b>
Deduction for complete superstructure	
Percentage covered $\frac{S}{L} =$	<b>40.82%</b>
" " $\frac{S_1}{L} =$	<b>39.48%</b>
" " $\frac{E}{L} =$	<b>39.48%</b>
Percentage from Table, Line A. <b>23.05%</b>	<b>✓</b>
(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 = <b>530 × .2305 = - 122%</b>	<b>✓</b>

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>631</b>	<b>1</b>	<b>✓</b>	<b>631</b>	<b>28 1/4</b>	<b>718</b>	<b>1</b>	<b>✓</b>	<b>718</b>
1/2 L from A.P. ... ..	<b>281</b>	<b>4</b>		<b>1124</b>	<b>10 5/8</b>	<b>288</b>	<b>4</b>		<b>1152</b>
3/4 L " ... ..	<b>70</b>	<b>2</b>		<b>140</b>	<b>1 3/4</b>	<b>72</b>	<b>2</b>		<b>144</b>
Amidships ... ..	<b>✓</b>	<b>4</b>		<b>0</b>	<b>✓</b>	<b>-</b>	<b>4</b>		<b>✓</b>
3/4 L from F.P. ... ..	<b>140</b>	<b>2</b>		<b>280</b>	<b>9 1/8</b>	<b>156</b>	<b>2</b>		<b>312</b>
1/2 L " ... ..	<b>561</b>	<b>4</b>		<b>2244</b>	<b>25 5/8</b>	<b>624</b>	<b>4</b>		<b>2496</b>
F.P. ... ..	<b>1263</b>	<b>1</b>		<b>1263</b>	<b>59</b>	<b>1499</b>	<b>1</b>		<b>1499</b>
Total ... ..				<b>5682</b>					<b>6321</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{639}{18} \left( \frac{75-2041}{5459} \right) = - 19\%$

If limited on account of midship superstructure.

19 × 0 = **NIL** ✓ If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **3.47**  
Summer freeboard = **.33**  
Moulded draught (d) = **3.14**

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{48}$  inches = **7 cm**

Addition for Winter North Atlantic Freeboard (if required) = **5 cm**

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
**1057 = 843 m<sup>3</sup>**  
**1117 = 940 m<sup>3</sup>**  
per inch immersion at summer load water line  
**T = 8 m<sup>3</sup>**

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

+	-
<b>43</b>	<b>-</b>
<b>-</b>	<b>122</b>
<b>-</b>	<b>-</b>
<b>-</b>	<b>11</b>
<b>-</b>	<b>-</b>
<b>-</b>	<b>-</b>
<b>43</b>	<b>133</b>
<b>- 90</b>	
<b>Summer Freeboard = 329</b>	

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

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

Tropical Fresh Water Freeboard ... ..	
Fresh Water " " ... ..	
Tropical " " ... ..	
Winter " " ... ..	
Winter North Atlantic " " ... ..	

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### PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS															
Description of Hatchway						...	...	Nº1	Nº2						
Dimensions of Hatchway						...	...	32' x 14'-5"	34' x 14'-5"						
COAMINGS	{	Height above Deck	...	...	...	35 1/4	35 1/4	6 re hatch 19' x 26" with 10" steel coaming on poop deck to store. fitted with steel cover & having cleat & lashing arrangements fitted & tarpaulin.							
		Thickness	...	Sides	...	.40	.40								
			...	Ends	...	.40	.40								
		Stiffeners	...	...	6 1/2 BA	6 1/2 BA									
		Brackets, Stays	...	...	...	FLANGED PLATE STAYS									
HATCH BEAMS	{	Number	...	...	...	5	5								
		Spacing	...	...	...	5'-4"	5'-8"								
		Scantling and Sketch	...	...	...										
			...	...	...	7" x 14" x 3/4" ANGLES 3/2" x 3" x 40	SIMILAP TO NO 1								
		Bearing Surface	...	...	...	3	3								
FORE AND AFTERS	{	Number	...	...	...	NO									
		Spacing	...	...	...	FORE									
		Unsupported Lengths	...	...	...	AND									
		Scantling* and Sketch	...	...	...	AFTERS									
		Bearing Surface	...	...	...										
HATCH COVERS	{	Material	...	...	...	W. PINE	W. PINE								
		Thickness	...	...	...	2 1/2	2 1/2								
		How fitted	...	...	...	FA	FA								
		Bearing Surface	...	...	...	3"	3"								
Spacing of Cleats						...	...	24	24						
Number of Tarpaulins						...	...	2	2						
*Are wood fore and afters steel shod at all bearing surfaces? ✓															
Are battens and wedges efficient and in good condition? YES ✓															
Are tarpaulins in good condition and in accordance with rule requirements? YES ✓															
Are lashings provided in accordance with rule requirements? YES ✓															

Particulars of fiddle, funnel and ventilator coamings:— Engine Room skylight of steel substantially constructed.  
Fiddle & Funnel+ventilators in efficient condition.  
No gratings to engine room.

Particulars of Flush Bunker Scuttles:—

None.

Particulars of Companionways :—

None.

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

2 - 6" dia ventilators to Crew on Forecastle Deck coaming 30" x 30  
1 - 12" " " to hold on Forecastle Deck coaming 22" x 34  
1 - 12" " " to hold on Well Deck coaming 36" x 34  
2 - 8" " " to Accomodation on Poop Deck 36" x 32 coaming.

Ventilators fitted with steel and  
canvass covers.

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

1 - 2" air pipe on forecastle Deck to fore peak tank. 14" high.  
2 - 3" air pipes on foreboard deck to double bottom water ballast tank. 16½" high.  
2 - 3½" " " " Coops " " oil fuel tanks. 18" high.  
1 - 2" " " " after peak tank. 18" high.  
2 - 2" " " " foreboard deck to double bottom water ballast tank. 12" above trunk deck between hatches.  
all air pipes fitted with canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

None

## Particulars of Scuppers and Sanitary Discharge Pipes —

Scuppers on foreboard deck pass through stinger bar.  
Sanitary discharge pipes fitted with C.S. strong valves at ship's side & efficient haps at inner end.

Particulars of Side Scuttles :

Side Scuttles in Poop & Forecastle fitted with deadlights.  
No Side Scuttles under freeboard deck.

Particulars of Guard Rails :—

Particulars of Guard Rails:—

1 <sup>st</sup> Deck.	Rails & Stanchions	3 rails	3'-6" high.	stanchions	4'-6" apart.
2 <sup>nd</sup> Deck.		ditto	ditto	ditto	ditto.
Well Deck.	Bottomwork.	3 9/16" high.			

Particulars of Gangways, Lifelines, etc. :—

A satisfactory gangway is arranged to enable crew to proceed to their quarters. Portable stanchions are provided on the side of the hatch & a gangway from the ladder to the hatch.

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 ... ..	✓					
Forward Well ... ..	92.	39¼	29" x 21" square 29 x 21 round.	4 1	20.5 ✓	19.
<p>State position of each freeing port ... .. { After Well:—</p> <p>(F. and A. position and height above deck edge) { Forward Well:— 6', 15', 34', 45', 60'. - 6" above dk edge.</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— fitted with vertical rails 4½" apart</p> <p>Additional area where sheer is less than standard. ✓</p>						

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 ... ..								
Raised Quarter Deck Bulkhead ✓								
Bridge, After Bulkhead ... ✓								
Bridge, Forward Bulkhead ... ✓								
Forecastle Bulkhead ... ..								
Trunk, Aft ... .. ✓								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ✓								
Exposed Machinery Casings on Super-structures Decks ... ..								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... .. ✓								
Deckhouses on Flush Deck Ships ... ✓								

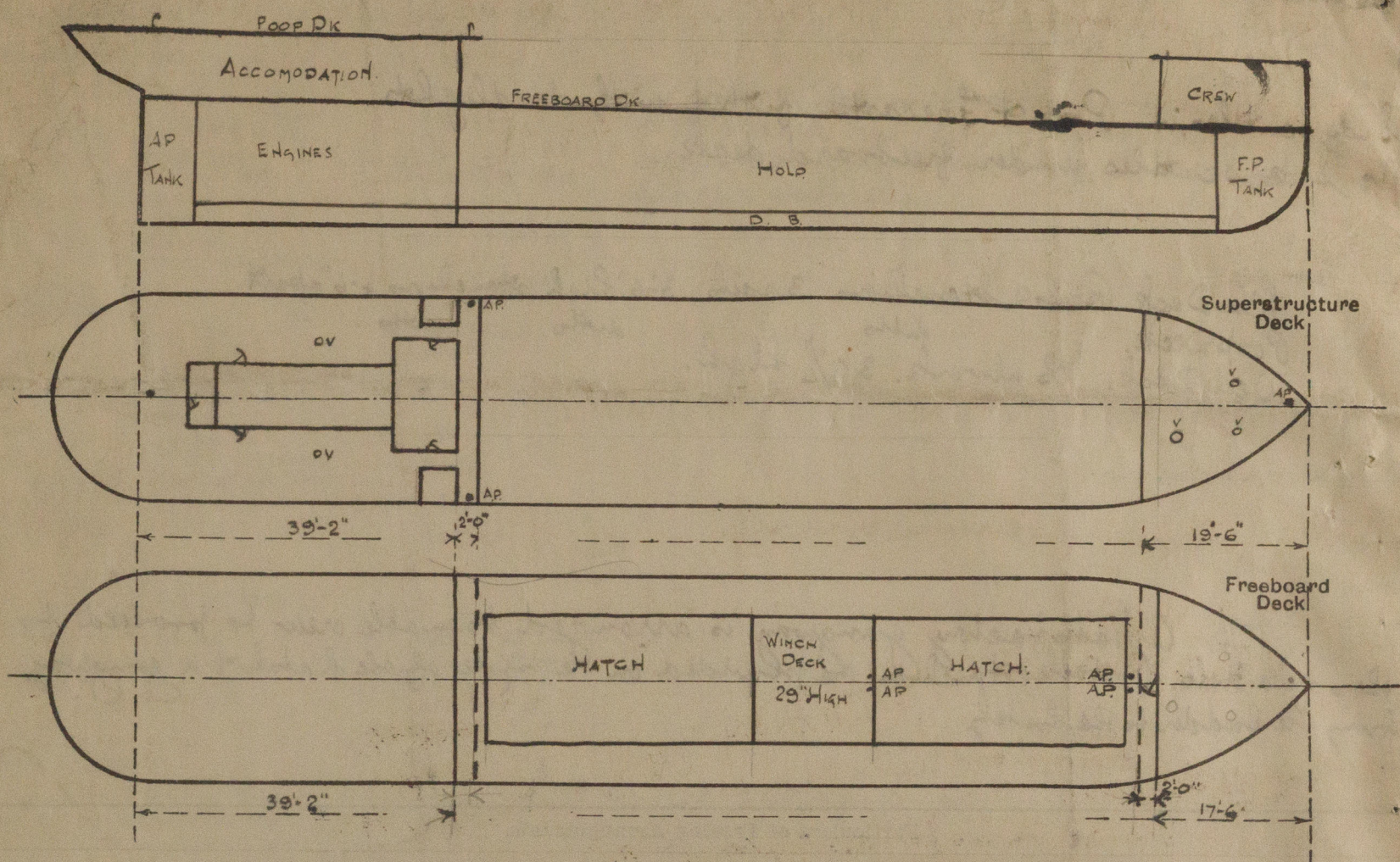
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	...	No openings
Raised Quarter Deck Bulkhead	...	✓		
Bridge, After Bulkhead	...	✓		
Bridge, Forward Bulkhead	...	✓		
Forecastle Bulkhead	...	...		
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...	✓		Steel doors can be manipulated from both sides
Exposed Machinery Casings on Superstructure Decks	...	...		
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	✓		Steel doors can be manipulated from both sides
Deckhouses on Flush Deck Ships	...	✓		

W406-0061(2/2)



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:—

Vessel engaged in International Trade.

This vessel has been surveyed on Port Glasgow Slipway where she is at present undergoing damage repairs.

Timber requirements. Bulwark in well supported by 6" bulb plate stays spaced 6 ft apart & having double connections to the deck & to the bulwark. Rail bar of patent moulding 4½" deep.

Eye Plates 3" THICK 30" RIVS 3" SHEERSTAKE 1" HOLE. As per sketch are fitted 8 ft apart in the well and 6'-6" from end bulwarks.

Sockets as per sketch are fitted on the deck 8 ft apart and also 2-3½" holes are drilled in the patent moulding in way of same for the fastening of lashings.

Tanks all double bottom tanks have watertight centre divisions.

Steering gear fitted on poop where no cargo can be carried.

An escape companion 30" square steel strongly constructed and fitted with a 4" coaming and with steel door capable of being manipulated from both sides is fitted on the forecastle deck for access to the forecabin when carrying lumber.

Builder's name and yard number J. Smitt & Zoon, Foxhol.

Names of sister ships ✓

Owners J. J. Gmes

Fee £ 5 : 2 : 0

Received by me



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