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Van Heijndoff 20674

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# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

JUN. 16. 1914

"COPY MAPA"  
BT. COPY WRITTEN.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR OR~~ AWNING DECKS.

Port of Survey NEWCASTLE-ON-TYNE.

Date of Survey 11th June, 1914.

Name of Surveyor E. J. Milton

*Sagua of New York.*

Ship's Name. <i>ex Van der Duyn</i>	Port of Registry and Nationality. <i>Rotterdam Dutch</i>	Official Number.	Gross Tonnage. <i>3289.79</i>	Date of Build. <i>now completing</i>	Particulars of Classification. <i>100A1. Awg Dk with Freeboard (contemplated)</i>
Number in Register Book <i>42 in Supp</i>					

Registered dimensions from Ship's Register.	LENGTH. <i>331.1</i>	BREADTH. <i>45.2</i>	DEPTH. <i>25.65</i>	UNDER DECK Tonnage. <i>2836.38 to Awg Dk. 1882.93 to U. Dk. Etc.</i>	Moulded Depth as measured <i>20.15</i> Upper Deck. <i>28.0</i> Spar or Awning Deck.
Length on LOADLINE	<i>331.1</i>	Frame Depth Rule <i>1 1/2</i>	Depth to Ceiling <i>7.78 to U. Dk.</i>	Peak Tanks <i>8' framing in E &amp; B space.</i>	
CORRECTED DIMENSIONS.	<i>331.1</i>	<i>45.11</i>	<i>18.37</i>	<i>1852.29</i>	

Co-efficient of fineness ..... *.674*  
 Any modification necessary [Para. 4 (a) to (e)] }  
 Co-efficient as corrected ..... *.654*

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<i>331.1</i>
Length in Table.....	<i>241.5</i>
Difference.....	<i>89.6</i>
Correction for 10ft.....	<i>.6</i>
x Difference ÷ 10 =	<i>89.6</i>
	<i>+5 1/2</i>

Allowance for strength in excess of Lloyd's rules = *22"*

State particulars—  
*I/y calculation*

*vessel to have Board of Trade Certificate.*

*5 watertight bulkheads to Awning Dk.*  
*Vessel constructed with two complete steel decks with beams to every frame.*  
*Topside plating increased in thickness*  
*Steel lower deck with beams to every frame before and abaft the engine & boiler space*

*Gradual mean sheer 64.54*  
*Standard .. 43.11*  
*36/21.43*  
*.59*

*Upper and Awning Decks*  
 Sheer at Stem ..... *85.5* at 1/2 length from Stem ..... *46*  
 Sternpost... *47.0* " " " Sternpost... *25*  
 Drop in Sheer abaft amidships.....

*Awning*  
 Round of Spar-deck Beam..... *11 1/2*  
 " " Main-deck " ..... *11 1/2*

	Length	x	Height.	State if open or closed at ends.
Forecastle	<i>42.6</i>	x	<i>7.6</i>	<i>closed with</i>
Bridge	x	x		<i>open passageway.</i>
Poop	x	x		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line	above centre of Disc	5
Indian Summer Line	" " "	4
Winter Line	below " "	4
Winter North Atlantic Line	" " "	4

Height of 'Tween Decks..... *7.10 1/2*  
 (From top of beam to top of beam at side)  
 Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C .....	<i>1-2 3/4</i>
Correction for Length.....	<i>+5 1/2</i>
	<i>1-8 1/4</i>
Correction for Height of 'Tween Decks in Spar-decked Ships from top of 3" sheathing on awning deck to Rule 1 1/2" sheathing on main deck	<i>1-10</i>
	<i>9-6 1/4</i>
Correction for Strength in excess of Lloyd's rules.....	<i>1-10</i>
	<i>4-8 1/4</i>

Correction for Iron Deck if required <i>3" wood sheathing on Awg Dk.</i>	
Other Corrections (if any).....	
Winter Freeboard.....	<i>4-8 1/4</i>
Summer Freeboard.....	<i>4-4 1/4</i>
Indian Summer Freeboard.....	<i>4-0 1/4</i>
N.A. Winter Freeboard.....	

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side	<i>1 3/4</i>
Winter Freeboard from Deck Line .....	<i>4-10</i>
Summer " " " .....	<i>4-6</i>
Indian Summer " " " .....	<i>4-2</i>
N.A. Winter " " " .....	
	<i>4-6</i>

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

\* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

*pro hwc & Rot 16/6/14*

MARKING FORM

RECEIVED 20 JUL 1914

MARKING FORM

RECEIVED 21 AUG 1914

MARKING REPORT

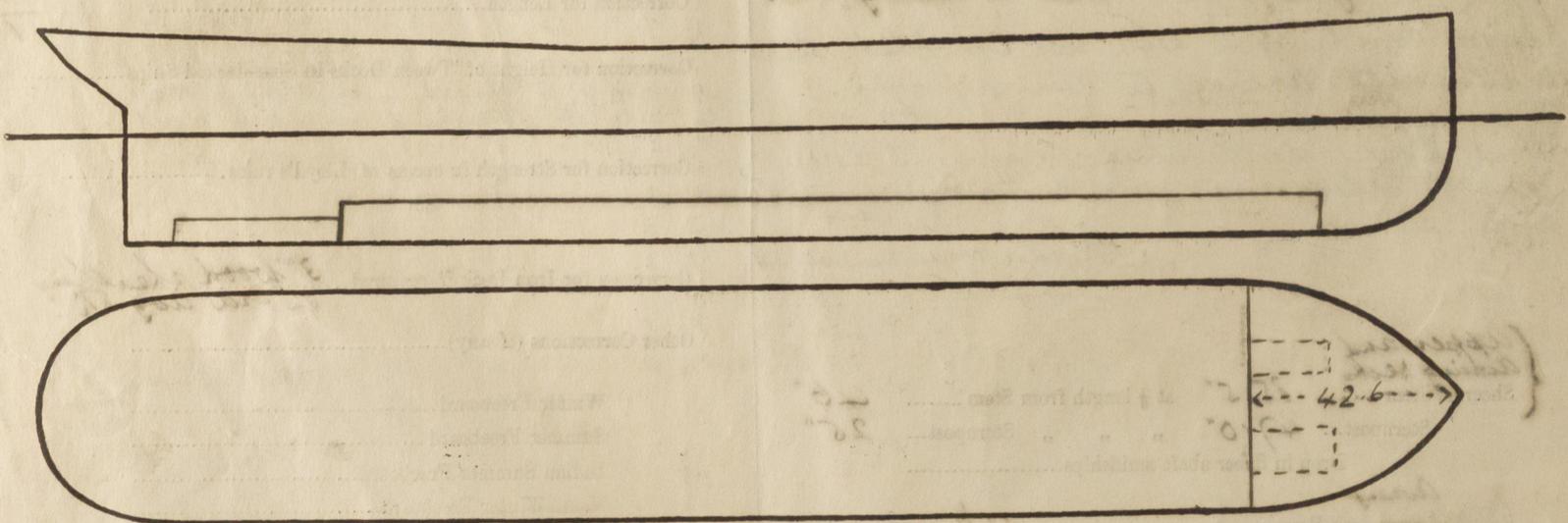
Lloyd's Register of Shipping  
P.T.O.  
Foundation

002717-002724-0142

Do all the Frames extend to the top Height in the Spar deck?  Awning deck? *Yes scarp'd to B.A. frame.*  
 Do all the Frames extend to the top height in the Poop? \_\_\_\_\_ Bridge House? \_\_\_\_\_ Forecastle? *Yes.*  
 To what height do the Reverse Frames extend? \_\_\_\_\_  
 Has the Poop an efficient Iron Bulkhead at the fore end? \_\_\_\_\_  
 Give particulars of the means for closing the openings in Bulkhead \_\_\_\_\_  
 Is the Poop connected with the Bridge House? \_\_\_\_\_ Has the Bridge House an efficient Bulkhead at the fore end? \_\_\_\_\_  
 Give particulars of the means for closing the openings in Bulkhead \_\_\_\_\_  
 What is the thickness of the Bridge Front plating? \_\_\_\_\_ and Coaming plate? \_\_\_\_\_  
 Give scantlings and spacing of the Stiffeners \_\_\_\_\_  
 Are bracket plates fitted at each end of the Stiffeners? \_\_\_\_\_ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? \_\_\_\_\_  
 Has the Bridge House an efficient Iron Bulkhead at the after end? \_\_\_\_\_  
 How are the openings closed? \_\_\_\_\_  
 Is the Forecastle at least as high as the main or top-gallant rail? *7.6* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Yes with open pan*  
 Are the Engine and Boiler openings covered by a Bridge, Poop, } *Included in a strong steel deck house.*  
 or enclosed by a Strong Iron or Steel Deckhouse? }  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? \_\_\_\_\_  
 Give thickness of plating; scantlings and spacing of Stiffeners \_\_\_\_\_  
 What is the height of the exposed Casings? \_\_\_\_\_ Are suitable means provided for closing all openings in them in bad weather? *Yes*  
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.	No. 1. 12'0" x 12'6"		No. 2. 20'0" x 12'6"		No. 3. 18'0" x 13'6"		No. 4. 12'0" x 13'6"		Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING	Height above top of DECK	30	30	30	30	30	30	30		
	Thickness	Sides.....	.40	.44	.44	.44	.40	.40		
		Ends.....	.36	.40	.40	.40	.40	.40		
SHIFTING BEAMS OR WEB PLATES.	Number .....	1	3	2	1					
	Section and Scantlings.....	I steel joist	I 2 steel joists	I steel joists	I steel joists					
	Material.....	12x6x7/1x40	12x6x7/1x40 E 12x3x7/1x40	12x6x7/1x40	12x6x7/1x40					
FORE AND AFTERS.	Number.....									
	Section and Scantlings.....	None.								
	Material.....									
HATCHES	Thickness .....	3" Baltic Pine								
	Remarks.....	Fitted fore raft.								

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.  
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.) *None below Awg DK.*



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *This report refers to Messrs Swan Hunter & Wigham Richardson no. 961 which is a sister vessel to S.S. Van Hogendorp yard no. 953.*  
*The tonnage is measured to an assumed ceiling of 3" on tank top which is insulated to the lining surface of frames. In way of deep tank aft the tonnage measured to the height of the ordinary floors, the tonnage between this & the level of the cellular DB tank top is 34.54 tons.*  
*The approved plans are now in the London office.*

Owners \_\_\_\_\_  
 Address \_\_\_\_\_  
 Fee £ \_\_\_\_\_ : \_\_\_\_\_ : \_\_\_\_\_  
 Received by me \_\_\_\_\_



This survey also been held on the Machinery of the Ship. If so, is the Report sent near or when... 10m. 35. Transfer Ink. (The Surveyors are requested not to write on or below the space for Committee's Minutes.)