

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

 Index No. **28476**  
 (For London Office only.)

 No. **275**

Computation of Freeboard for Steamer, Sailing Ship, Tanker

 having POOPDECK and Combined Bridge and Fore Castle  
BONIFACIO

 Port of Survey Amsterdam
Craggan Hill

(Type of Superstructures.)

 Date of Survey 31 July 36

Ship's Name

Nationality and Port of Registry

Official Number

Gross Tonnage

Date of Build

S.S. WULSTY CASTLE
British  
London
140576
3566
1910  
4 mo

 Name of Surveyor H. P. Jonker

 Moulded Dimensions: Length 356 Breadth 40.75 Depth 25.92  
 Moulded displacement at moulded draught = 85 per cent. of moulded depth 8354 (estimated) tons  
 Coefficient of fineness for use with Tables .765

 Particulars of Classification +100 A1

Depth for Freeboard (D)				Depth correction		Round of Beam correction	
Moulded depth	...	...	...	(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	48.75
Stringer plate	...	...	...	(25.96 - 23.73) × 2.738 = + 6.11		Standard Round of Beam = $\frac{B \times 12}{50}$	11.7
Sheathing on exposed deck	...	...	...	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Ship's Round of Beam	16"
$T \left( \frac{L-S}{L} \right) =$						Difference	4.3
Depth for Freeboard (D) =			25.96	If restricted by superstructures	✓	Restricted to	
						Correction = $\frac{\text{Diff}^a}{4} \times \left( 1 - \frac{S_1}{L} \right)$	$\frac{4.3}{4} \times \frac{1085}{L} = - .12$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poep enclosed ...	35.08	35.08	8-0	✓	35.08	Standard Height of Superstructure <u>7.06</u>
" overhang ...						" " R.Q.D. <u>-</u>
R.Q.D. enclosed						Deduction for complete superstructure <u>39.07</u>
" overhang						Percentage covered $\frac{S}{L} = 89.15$
Bridge enclosed...	282.25	282.25	8-0	✓	282.25	" " $\frac{S_1}{L} = 89.15$
" overhang aft						" " $\frac{E}{L} = 89.15$
" overhang forward						Percentage from Table, Line A. <u>86.64</u>
Fore enclosed ...						(corrected for absence of forecastle (if required))
" overhang						Percentage from Table, Line B. <u>✓</u>
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than .2L (if required) <u>-</u>
Tonnage opening aft						Deduction = $39.07 \times 86.64 = - 33.85$
" " forward						
Total ...	317.33	317.33			317.33	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	45.60	1		45.60	57	57.00	1		57.00	Mean actual sheer aft = <u>57.00</u>
$\frac{1}{2}L$ from A.P. ...	20.29	4		81.16	23 $\frac{1}{4}$	23.25	4		93.00	Mean standard sheer aft = <u>57.00</u>
$\frac{2}{3}L$ " ...	5.02	2		10.04	5 $\frac{3}{4}$	5.75	2		11.50	Mean actual sheer forward = <u>57.00</u>
Amidships ...	-	4		-	0	-	4		-	Mean standard sheer forward = <u>57.00</u>
$\frac{2}{3}L$ from F.P. ...	10.03	2		20.06	11 $\frac{1}{2}$	11.50	2		23.00	Length of enclosed superstructure forward of amidships = <u>&gt; .1L</u>
$\frac{1}{2}L$ " ...	40.58	4		162.32	45 $\frac{3}{4}$	45.75	4		183.00	" " aft of " = <u>&gt; .1L</u>
F.P. ...	91.20	1		91.20	114	114.00	1		114.00	
Total ...				410.38					481.50	

 Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{71.12}{18} \left( .75 - \frac{445.7}{481.5} \right) = -1.20$ 

 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 = 25.96  
 Summer freeboard = 2.73  
 Moulded draught (d) = 23.23

Deduction for Tropical freeboard and addition for

 Winter freeboard =  $\frac{d}{4}$  inches = 5.81 = 5  $\frac{3}{4}$ 

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

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

 $\frac{\Delta}{40} = 5 \frac{3}{4}$ 

TABULAR FREEBOARD corrected for Flush Deck (if required)

 Correction for coefficient  $\frac{.765 + .68}{1.36} = \frac{1.445}{1.36}$ 
58.24
61.88

	+	-
Depth Correction	6.11	-
Deduction for superstructures	-	33.85
Sheer correction	-	1.20
Round of Beam correction	-	0.12
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	6.11	35.17

 Summer Freeboard = 32.82

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

Tropical Fresh Water Line above Centre of Disc	...	11 $\frac{1}{2}$ "
Fresh Water Line	"	5 $\frac{3}{4}$ "
Tropical Line	"	5 $\frac{3}{4}$ "
Winter Line below	"	5 $\frac{3}{4}$ "
Winter North Atlantic Line	"	✓

Tropical Fresh Water Freeboard	...	1' - 9 $\frac{1}{4}$ "
Fresh Water	"	2' - 3"
Tropical	"	2' - 3"
Winter	"	3' - 2 $\frac{1}{2}$ "
Winter North Atlantic	"	✓



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
ON BRIDGE DECK										
Description of Hatchway	N1	N2-3	BUNKER	Hatchways	DECK	IN BRIDGE SPACE	N1	N2	N3	AFTERWELL BUNKER
Dimensions of Hatchway	24'-6"	30'-7 1/2"	10'-2 1/2"	4'-0" x 14'-10"	11'-4" x 8'-0"	24'-6"	30'-7 1/2"	21'-9"	26'-6 1/2" x 17'-0"	12'-0" x 14'-0"
COAMINGS	Height above Deck	3'-0"	3'-0"	3'-0"	3'-0"	12'	12'	12'	3'-0"	12'
	Thickness	4"	4"	4"	4"	5"	6"	6"	4"	5"
	Sides	4"	4"	4"	4"	5"	6"	6"	4"	5"
	Ends	4"	4"	4"	4"	5"	6"	6"	4"	5"
HATCH BEAMS	Stiffeners	4" x 3" x 40	4" x 3" x 40	4"	4"	4"	4"	4"	4" x 3" x 40	4"
	Brackets, Stays	no stays	no stays	✓	✓	✓	✓	✓	2 stays	✓
	Number	4	5	1	2	4	5	4	4	2
	Spacing	4'-11"	5'-1 1/4"	5'-1 1/4"	none	3' x 3' x 36	4' x 3' x 42	4' x 3' x 42	5' x 3' x 42	3' x 3' x 32
FORE AND AFTERS	Scantling and Sketch	4" x 3' x 42	4" x 3' x 44	3' x 3' x 32	none	11' x 32	15' x 32	15' x 32	17' x 36	11' x 30
	Bearing Surface	4" x 3' x 42	4" x 3' x 44	3' x 3' x 32	3' x 3' x 36	4" x 3' x 42	4" x 3' x 42	4" x 3' x 42	4" x 3' x 42	3' x 3' x 32
	Number	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
	Spacing	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
HATCH COVERS	Unsuported Lengths	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Scantling and Sketch	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Bearing Surface	✓	✓	✓	✓	✓	✓	✓	✓	✓
	Material	pine	pine	pine	pine	pine	pine	pine	pine	pine
Spacing of Cleats	Thickness	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4
	How fitted	longitudinal	longitudinal	longitudinal	longitudinal	longitudinal	longitudinal	longitudinal	longitudinal	longitudinal
	Bearing Surface	3	3	3	3	3	3	3	3	3
	Number of Tarpaulins	24	24	24	24	24	24	24	24	24
*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 hatches on casing top angle coamings 3' x 3' x 36

provided with steel hinged covers

Engine room skylights of steel strongly constructed

Fiddle, funnel and ventilator coamings in efficient condition

Bunker hatch on casing 8' x 3' x 40 hatches 2 3/4" pine bearing surface 3' arrangement fitted as required

Particulars of Flush Bunker Scuttles:— Escape hatches on Freeboard deck in way of Poop space and in way of Bridge space 6" angle coaming 9' x 3' x 40 hatches 2 1/2" bearing surface 1 3/4" tarpaulins cleats, etc. all fitted as required

Particulars of Companionways:— steel companion way on Fore castle deck to accom. crew in Fore castle space 5'-0" x 3'-5" x 5'-10" high plate .28, 3" strong wood floor 5' x 32" x 1 3/4" pine sill 15" operated from both sides One hatchway 4'-8" x 2'-5" x 18" high x 36" hatches 2 1/2" pine bearing surface 1 3/4" battening down arrangement fitted on Poop deck to tunnel companion way 23' x 23' x 43" high plate .32 ordinary shut door 36" x 18" sill 4" operated from both sides

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— On Fore castle deck ventilator coamings 24" x 18" diam x 40" 14" x 8" diam x 28", 14" x 6" diam x 28" Bridge deck ventilator coamings 29" x 18" diam x 40" and 28" x 11" diam x 30"

On Poop deck ventilator coamings 16" x 10" diam x 20" and 29" x 6" diam x 28"

All ventilator coaming are provided with wooden hatches and canvas covers for closing the openings

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— Fore castle deck airpipes 23" x 3" diam On Bridge and Poop deck airpipes 18" x 3" diam, 13" x 3" diam, 18" x 2" diam, 12" x 1 1/2" diam

All air pipes are provided with canvas covers for closing the openings

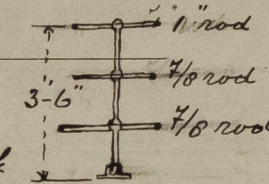
Particulars of Gangway Cargo and Coaling Ports:— none

Particulars of Scuppers and Sanitary Discharge Pipes:— Treeboard deck in after well 2 scuppers on raised and fitted with non-return valves at ship side Treeboard deck in Bridge space discharge through scupper pipes leading to bulwarks Poop space no scuppers, but plug hole in Poop front bulk head All sanitary discharge pipes from W.C. and wash places built on Bridge deck discharging through ship side just above freeboard deck and are fitted with storm valves in steel castings to shell On Poop and Fore castle deck discharging through ship side just above freeboard deck no storm valve fitted

Particulars of Side Scuttles:— Side Scuttles in poop and fore castle space are provided with deadlights permanently attached in their proper position

Particulars of Guard Rails:—

Open rail on Fore castle, Bridge and Poop deck 3'-6" high stanchion spaced 4'-5" to 5'-3" apart



Particulars of Gangways, Lifelines, etc.:—

Lifelines fitted in accordance with the regulations not fitted

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	38'-9 1/2"	3'-10"	35" x 1.25 30" x 1.25	2 1	11 1/4 ft <sup>2</sup>	10 1/2 ft <sup>2</sup>
Forward Well						
State position of each freeing port (F. and A. position and height above deck edge) After Well:— height above deck edge 18" Forward Well:—						
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— two horizontal rods						
Additional area where sheer is less than standard.						

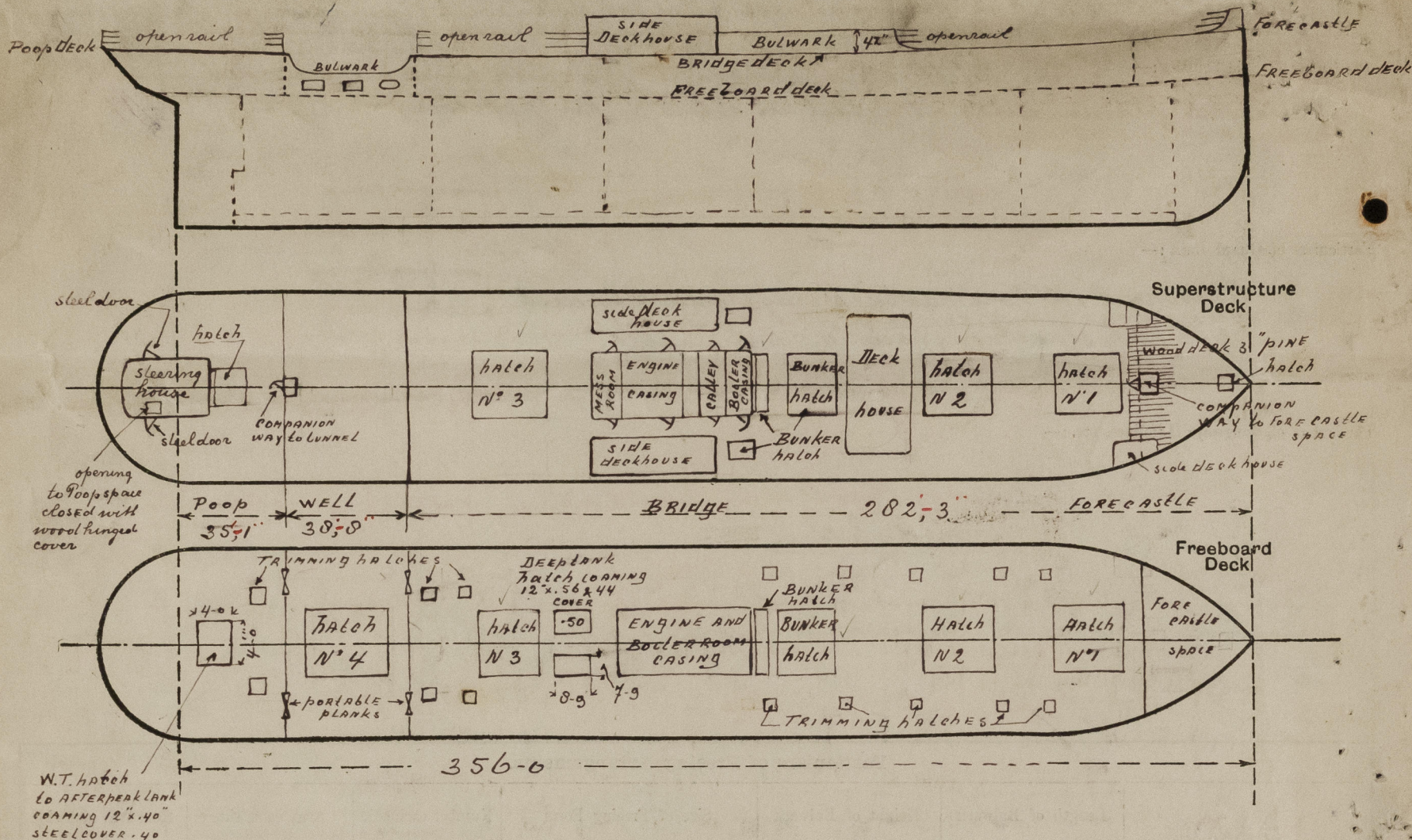
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	20" x 48"	40"	6" x 3" x 40"	31"	none	6'-0" x 3'-6"	20"	8'-0"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	32"	32"	3" x 2 1/2" x 32"	31"	none	5'-0" x 3'-6"	22"	8'-0"
Bridge, Forward Bulkhead	Bridge and Fore castle combined.							
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks	22" x 40"	28"	3 1/2" x 3" x 36"	46" 23"	none	4'-2" x 2'-0"	22"	4'-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	18" x 50"	28"	3 1/2" x 3" x 36"	46"	none	no openings	✓	8'-0"
Deckhouses on Flush Deck Ships								

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

Poop Bulkhead	portable planks 2 1/2" pine fitted in channel bars for the full height
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	portable planks 2 1/2" pine fitted in channel bars for the full height
Bridge, Forward Bulkhead	
Forecastle Bulkhead	✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel hinged doors closed and operated from both sides
Deckhouses on Flush Deck Ships	no 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:—



No particulars could be obtained in connection with the displacement of the vessel.

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

The vessel has been sold to Messrs Rethymnos & Kukulundus Ltd. but no further particulars could be ascertained. same will be reported as soon as obtained. Please see your letter F 22-6-36, M. 8-7-36, E 6-7-36

Recommended sufficient number of scupper pipes to be fitted in bridge space, discharging through ship side, provided with storm valves as required.

Opening in freeb. deck of scupper pipes to bulge in holds to be permanently closed.

Builder's name and yard number J. BLUMER & CO SUNDERLAND YARD N° 240.

Names of sister ships

Owners Rethymnos & Kukulundus Ltd. London

Fee £ 160.-  
exp 5.-

Received by me



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