

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tugboat					<div style="font-size: 24pt; font-weight: bold; margin-bottom: 10px;">NANTES</div> Port of Survey
having <u>poop, Bridge, Forecastle, & R. P. Deck.</u>					Date of Survey <u>8th May 1933.</u>
(Type of Superstructures.)					Name of Surveyor <u>R. J. Easthope.</u>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	
<u>"NORMANVILLE"</u>	<u>French Havre.</u>	<u>✓</u>	<u>1834.</u>	<u>1921-1.</u>	
Moulded Dimensions: Length <u>269.75'</u> Breadth <u>38.00'</u> Depth <u>18'-10"</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					
Coefficient of fineness for use with Tables _____					
Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth <u>18'-10"</u>		(a) Where D is greater than Table depth (D - Table depth) R = _____		Moulded Breadth (B) _____	
Stringer plate _____		(b) Where D is less than Table depth (if allowed) (Table depth - D) R = _____		Standard Round of Beam = $\frac{B \times 12}{50}$ = _____	
Sheathing on exposed deck <u>none</u> $T \left(\frac{L-S}{L} \right) =$ _____		If restricted by superstructures _____		Ship's Round of Beam = <u>9 1/2"</u>	
Depth for Freeboard (D) = _____				Difference _____	
				Restricted to _____	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$ = _____	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed				
„ overhang				
R.Q.D. enclosed				
„ overhang				
Bridge enclosed				
„ overhang aft				
„ overhang forward				
Forecastle enclosed				
„ overhang				
Trunk aft				
„ forward				
Tonnage opening aft				
„ „ forward				
Total				

Standard Height of Superstructure

„ „ R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$

„ „ $\frac{S_1}{L} =$

„ „ $\frac{E}{L} =$

Percentage from Table, Line A.
(corrected for absence of fore-castle (if required))

Percentage from Table, Line B.
(corrected for absence of fore-castle (if required))

Interpolation for bridge less than .2L (if required)

Deduction =

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate	Effective Ordnate	S M	Product
A.P.		1				1	
$\frac{1}{6}$ L from A.P. ...		4				4	
$\frac{2}{6}$ L „ ...		2				2	
Amidships ...		4				4	
$\frac{2}{6}$ L from F.P. ...		2				2	
$\frac{1}{6}$ L „ ...		4				4	
F.P.		1				1	
Total ...							

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{21} \right) =$$

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 = Ft. Summer freeboard = Moulded draught (d) = <hr/> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required =	Deduction for Fresh Water. Displacement in salt water at summer load water line Δ = Tons per inch immersion at summer load water line T = Deduction = $\frac{\Delta}{40T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th style="text-align: center;">+</th> <th style="text-align: center;">-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction</td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction... ..</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> </tr> <tr> <td colspan="2"></td> <td></td> </tr> </tbody> </table> <p style="text-align: right;">Summer Freeboard =</p>		+	-	Depth Correction			Deduction for superstructures			Sheer correction			Round of Beam correction... ..			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.					
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :—

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

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway		...	...	...	No 1	No 2	CROSS BUNKER	No 3	No 4
Dimensions of Hatchway		...	...	...	28'-9" x 18'-6"	28'-9" x 25'-0"	8'-7" x 25'-0"	29'-8" x 24'-0"	29'-8" x 20'-0"
COAMINGS	{ Height above Deck { Thickness { Sides { Ends { Stiffeners ... { Brackets, Stays ...	...	...	...	4'-6"	4'-6"	4'-6"	4'-0"	4'-0"
		...	...	...	4'-6"	4'-6"	4'-6"	4'-0"	4'-0"
		...	...	...	Bulk angle stiffeners				
		...	...	...	Strong stays				
HATCH BEAMS	{ Number ... { Spacing ... { Scantling and Sketch	...	...	...	5	5	5	5	5
		...	...	...	20' x 4"	22' x 3"	22' x 4"	22' x 4"	20' x 4"
		...	...	...	Steel	Steel	Steel	Steel	Steel
		...	...	...	1" x 3" x 48"	1" x 3" x 48"	1" x 3" x 48"	1" x 3" x 48"	1" x 3" x 48"
FORE AND AFTERS	{ Number ... { Spacing ... { Unsupported Lengths { Scantling* and Sketch	...	...	...	3 1/2"	3 1/2"	3"	3 1/2"	3 1/2"
		...	...	...	3 1/2"	3 1/2"	3"	3 1/2"	3 1/2"
		...	...	...	none				
		...	...	...	Bearing Surface				
HATCH COVERS	{ Material ... { Thickness ... { How fitted ... { Bearing Surface ...	...	...	...	wood				
		...	...	...	2 1/2"				
		...	...	...	fore aft				
		...	...	...	3"				
Spacing of Cleats		...	...	...	23"				
Number of Tarpaulins		...	...	...	2				

Particulars of fiddle, funnel and ventilator coamings:— Hinged steel covers, strongly constructed fitted on fiddle top & boiler casing ventilators on engine room casing dia thick. Coaming on funnel coaming 11" above casing at lower edge. Fiddle & casing strongly constructed. 4 steel hinged doors fitted to the fiddle entrance & the engine room.

Particulars of Flush Bunker Scuttles :—

none.

Particulars of Companionways:— 1 on poop, steel of substantial construction
1 wood door strongly made, entrance to crews
quarters & 1 steel hinged door on starboard
side entrance to poop space. Both doors fitted
with locks & handles. Height of sills 12".

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

On Forecastle deck (starboard)		Fore deck		After deck		Poop deck	
1 off 15" dia. 40" thick	height of coaming 36"						
2 off 15" dia. 40" thick	"	"	36"				
3 off "	"	"	"	"	"		
4 off "	"	"	"	"	"		
5 off "	"	"	"	"	"		

Strongwood plugs & canvas covers for closing all ventilators.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— On Forecastle deck 1 off
75" high. On Ford deck. 10ft 51" above deck.

Particulars of Gangway Cargo and Coaling Ports :—

none

Particulars of Scuppers and Sanitary Discharge Pipes - 3 galvanised iron sanitary discharge pipes (1 port 2 starboard) fitted discharging approximately 2 feet below the upper deck through the ships side & fitted with strong storm valves.

Particulars of Side Scuttles: In fore-castle, bridge space, & poop strong side scuttles fitted with properly constructed deadlights. no side scuttles fitted below the upper deck.

Particulars of Guard Rails: - Strong deck rails fitted on the fore-castle & poop decks 3'-4" high & securely winched to the decks. Bulwark plating fitted around the bridge deck. 40" high & securely fitted.

The diagram illustrates the cross-section of the ship's hull. It shows the main deck, the fore-castle, and the poop. The guard rails are shown as vertical lines on the fore-castle and poop decks. The bulwark plating is shown as a curved line around the bridge deck. The diagram is divided into three sections: 'GUARD RAILS' on the left, 'BULWARK PLATING' in the middle, and 'GUARD RAILS' on the right. Arrows indicate the direction of the rails and plating.

Particulars of Gangways, Lifelines, etc. :- This vessel it is stated has nearly always a deck cargo of wood. In these conditions temporary rope lifelines are fitted from the poop to the bridge, from the bridge to the forecastle to enable the crew to pass to their various stations. ✓ ✓

Subtle provision made for rugging bedlines from the
Census quarters to the bridge

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						

State position of each freeing port } After Well :—
(F. and A. position and height above deck edge) } Forward Well :—

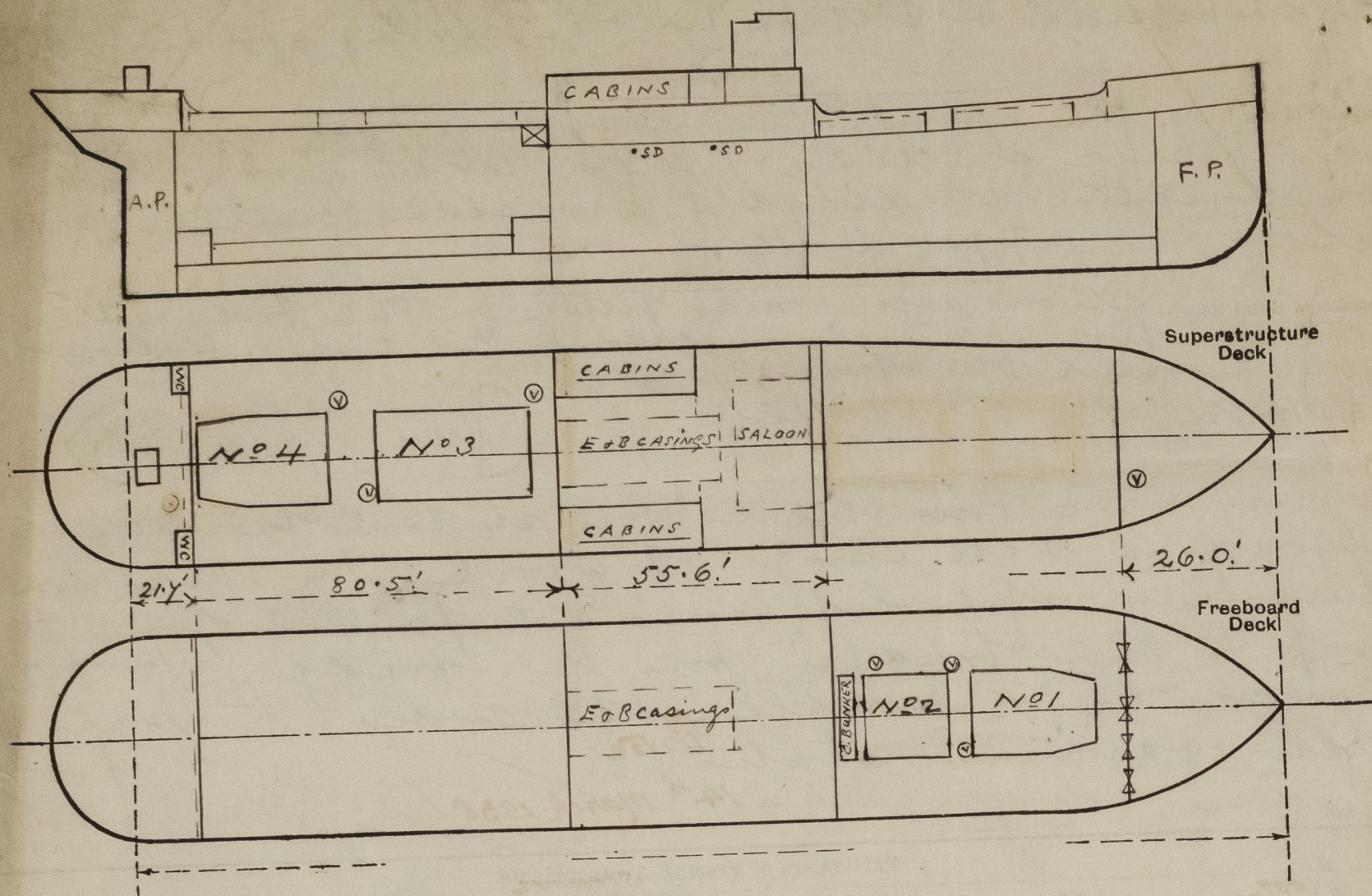
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—

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						2-4'-6"x2'-0"		
Raised Quarter Deck ^{BREAK} Bulkhead ...						none		
Bridge, After Bulkhead								
Bridge, Forward Bulkhead						none		
Forecastle Bulkhead						4-4'-6"x2'-0"		
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks						4-4'-6"x2'-0"		
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).		Yes.
Poop Bulkhead	2 steel w. T. hinged doors (p 75). locks & handles	
Raised Quarter Deck ^{BREAK} Bulkhead ...	no openings	
Bridge, After Bulkhead		
Bridge, Forward Bulkhead	no openings	
Forecastle Bulkhead	4 steel w. T. hinged doors, locks & handles.	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...		
Exposed Machinery Casings on Super-structure Decks	4 steel w. T. hinged doors, locks & handles.	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances		
Deckhouses on Flush Deck Ships ...		

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:—

The survey has been held afloat & only confined to an examination of the means of closing the openings in the decks & sides of the ship. 12.72

Builder's name and yard number. ✓

Names of sister ships. ✓

Owners

Worms & Co.

Fee

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✓



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