

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

20 DEC 1932

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having Prop, Bridge, & Forecastle

(Type of Superstructures.)

Port of Survey **NANTES**

Date of Survey 2nd & 14th December 1932.

Name of Surveyor R. J. Easthope.

Particulars of Classification +100. A.1.
S.S. No. 3.32.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>"CAMBRONNE"</u>	<u>French</u> <u>Nantes.</u>	<u>-</u>	<u>3059.</u>	<u>1919-6.</u>

Moulded Dimensions: Length 331.00 Breadth 46.50 Depth 25.7 1/2

Moulded displacement at moulded draught = 85 per cent. of moulded depth 7288 tons

Coefficient of fineness for use with Tables 7611

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>25.62</u>	(a) Where D is greater than Table depth (D - Table depth) R = (25.66 - 22.07) 2.546 = + 9.14" ✓	Moulded Breadth (B) <u>46.50</u> ✓
Stringer plate <u>.04</u> ✓	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = ✓	Standard Round of Beam = $\frac{B \times 12}{50} = 11.16$ ✓
Sheathing on exposed deck <u>none.</u>		Ship's Round of Beam = <u>12.</u> ✓
$T \left(\frac{L-S}{L} \right) =$ <u>-</u>		Difference <u>.84</u> ✓
Depth for Freeboard (D) = <u>25.66</u> ✓	If restricted by superstructures ✓	Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.84}{4} \times .5158 = -.11$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	33'-0"	33'-0"	7'-6"	-	33.00	Standard Height of Superstructure <u>6.81</u> ✓
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure <u>37.40</u> ✓
" overhang						Percentage covered $\frac{S}{L} = 48.64\%$ ✓
Bridge enclosed	97'-0"	97'-0"	7'-6"	-	97.00	" " $\frac{S_1}{L} = 48.42\%$ ✓
" overhang aft	3.00	2.25	"	-	2.25	" " $\frac{E}{L} = 48.42\%$ ✓
" overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed	28'-0"	28'-0"	4'-6"	-	28.00	Percentage from Table, Line B. <u>34.66%</u> ✓
" overhang						(corrected for absence of forecastle (if required))
Trunk aft						Interpolation for bridge less than 2L (if required)
" forward						Deduction = <u>37.40</u> × <u>34.66</u> = <u>12.96</u> ✓
Tonnage opening aft						
" " forward	161.00	160.25				
Total	158'-0"	158'-0"			160.26	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P.	43.10	1		43.10	51.0	51.00	1		51.00	Mean actual sheer aft = <u>Excess.</u> ✓
1/8 L from A.P.	19.18	4		76.72	23.3	22.91	4		91.64	Mean actual sheer forward = <u>Excess.</u> ✓
1/4 L "	4.74	2		9.48	5.5	5.73	2		11.46	Mean standard sheer forward
Amidships	-	4		-	-	-	4		-	Length of enclosed superstructure forward of amidships = <u>7.10</u> ✓
3/8 L from F.P.	9.48	2		18.96	11.4	11.26	2		22.52	" " aft of " = <u>> .10</u> ✓
1/2 L "	38.36	4		153.44	45.5	45.03	4		180.12	
F.P.	86.28	1		86.28	102.0	102.00	1		102.00	
Total				387.90					458.74	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{70.84}{18} \left(.75 - \frac{2432}{18} \right) = -1.99$ ✓

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>25.66</u> ✓</p> <p>Summer freeboard = <u>4.03</u> ✓</p> <p>Moulded draught (d) = <u>21.63</u> ✓</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5.41</u> = <u>137</u> ✓</p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$</p> <p>Tons per inch immersion at summer load water line</p> <p>$T =$</p> <p>Deduction = $\frac{\Delta}{40T}$ inches</p> <p>=</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient $\frac{681.761}{1.36} = 1.441$ ✓</p> <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>9.14</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures</td> <td>-</td> <td>12.96</td> </tr> <tr> <td>Sheer correction</td> <td>-</td> <td>1.99</td> </tr> <tr> <td>Round of Beam correction</td> <td>-</td> <td>.11</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></td> <td>9.14</td> <td>15.06</td> </tr> </table> <p>Summer Freeboard = <u>48.40</u> ✓</p>		+	-	Depth Correction	9.14	-	Deduction for superstructures	-	12.96	Sheer correction	-	1.99	Round of Beam correction	-	.11	Correction for Thickness of Deck amidships	-	-	Other corrections, scantlings, etc.	-	-		9.14	15.06
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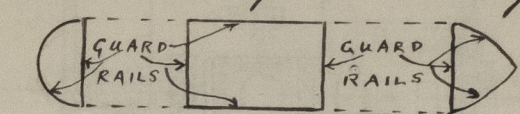
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

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 " "

Cambronville

Particulars of Scuppers and Sanitary Discharge Pipes - 2 galvanized iron scupper pipes (b/s) from the bridge deck, passing through the bridge space & discharging through the shell plating, above the peckboard deck. 2 galvanized iron sanitary discharge pipes (starboard) fitted passing through the shell plating 2' above the peckboard deck, fitted with storm valves & non return valves. The above pipes are strongly cased in.

Particulars of Guard Rails:— Strong deck rails fitted on the fore-castle, bridge, & poop decks. 3 feet high & securely rivetted to the decks.



Particulars of Gangways, Lifelines, etc. :- Efficient lifelines aboard - no gangways aboard.
note:- all the crew are housed in the poop.

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	89'-0"	3'-8"	18" x 36"	4.	18.52 ft.	17.8 $\frac{1}{2}$
Forward Well	88'-0"	3'-9"	18" x 36"	4.	18.52 ft.	17.6 $\frac{1}{2}$

State position of each freeing port (F. and A. position and height above deck edge) } After Well: — } 13 1/2" above deck.
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — } Forward Well: — }
 2 rails securely riveted to the bulwark plating. Each port is fitted with
 Additional area where sheer is less than standard.

Particulars of Flush Bunker Scuttles:—

— none —

Strong wood plugs for closing with canvas covers.

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

Forecastle deck for No 1 Hold						
1 ventilator	18" dia.	height of coaming	36"	thickness .4."	"	"
3 ventilators	18" dia	"	"	"	"	"
4 "	"	"	"	"	"	" on after a bridge
Several cabin ventilators (small) on Kettle & poop decks in good cond						
1 ventilator	for tunnel	on aft deck	9" dia coaming	36"	thickness .4."	"

Dismantled Air Discs in exposed positions on freeboard raised quarter of superstructure decks :—

Particulars of Air Pipes in exposed positions on freeboard, ~~raised quarter~~, of superstructure decks :-

deck - fore deck 2 off - 34" above deck, after deck 2 off - 30" above deck, on fore-castle deck, 3 off - 30" above deck, after deck 2 off - 30" above deck.

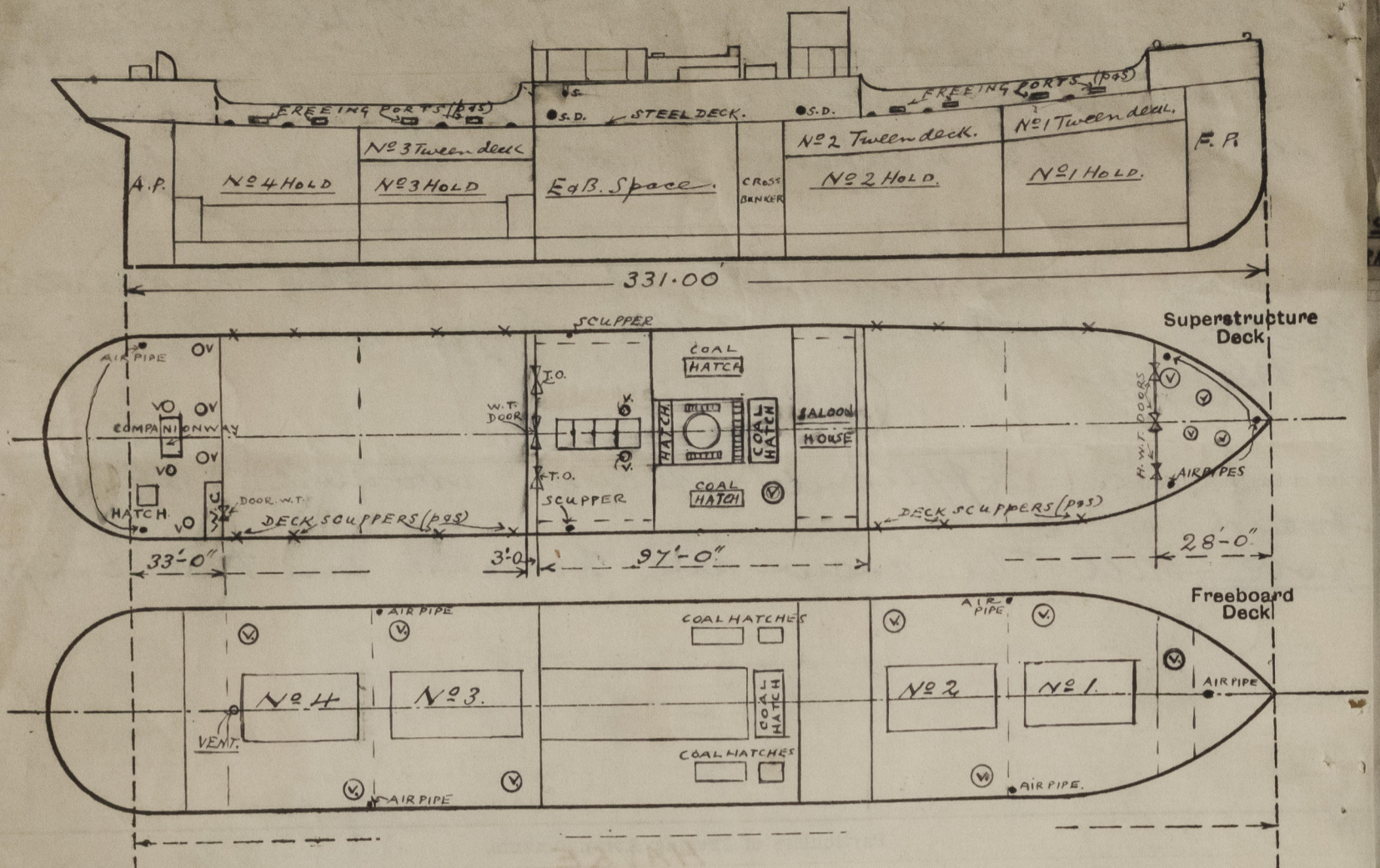
deck - poop 2 off 12" above deck - wood plugs for close same.

Particulars of Gangway Cargo and Coaling Ports:—

— none —

Particulars of Closing Appliances (state if capable of being manipulated from both sides).		Yes.
Poop Bulkhead	1 strong steel hinged watertight door.	✓
Raised Quarter Deck Bulkhead	1 strong steel hinged watertight door - 2 openings fitted with riveted channels & shifting boards for full height.	✓
Bridge, After Bulkhead	no openings. ✓	
Bridge, Forward Bulkhead	3 strong steel hinged watertight doors.	✓
Forecastle Bulkhead	2 strong steel hinged watertight doors - fiddley	
Exposed Machinery Casings on Free-board or Raised Quarter Decks	no openings.	
Exposed Machinery Casings on Superstructure Decks		
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 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:—

Note:— 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. The owners state that the vessel will probably be drydocked about the end of March next for annual survey.

R. J. C.

Builder's name and yard number. ✓

Names of sister ships. ✓

Owners Société Anonyme des Chargeurs de L'Ouest.

Fee ps 14 88.

Received by me. ✓

Travelling Exps - 5.

Total ps. 14 93.

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Foundation