

Larascow 34360  
Rpt. C.11.

12 SEP 12 SEP 1936  
Index. No. 34309  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

No 24802

Computation of Freeboard for MOTOR TRAWLER  
having FORECASTLE  
Port of Survey Rotterdam  
Date of Survey 3-9-1936  
Name of Surveyor F.H. WEHRHEIMER  
Particulars of Classification +100A1  
MOTOR TRAWLER

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>7/17 "TARANA"</u>	<u>FRENCH</u>	<u>347</u>	<u>13.62</u>	<u>1932/10</u>

Moulded Dimensions: Length 44.99 Breadth 7.445 Depth 4.155  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 629.17  
Coefficient of fineness for use with Tables 524 (.68 lowest)

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... <u>13.62</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(13.89 - 9.99) 1.153 = + 4.50</u>	Moulded Breadth (B) <u>7.445</u>
Stringer plate ... <u>103</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>3.90</u>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>5.87</u>
Sheathing on exposed deck <u>3 1/2"</u>		Ship's Round of Beam = <u>0.175</u>
$T \left( \frac{L-S}{L} \right) =$ <u>.29 x .8355 = .24</u>	If restricted by superstructures	Difference <u>1.02</u>
Depth for Freeboard (D) = <u>13.89</u>		Restricted to <u>1.02</u>
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.02}{4} \times .8373 = -.21$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed					
" overhang					
Bridge enclosed...					
" overhang aft					
" overhang forward					
F'cle enclosed <u>equivalent</u>	<u>7.255</u>	<u>24.13</u>	<u>2.135</u>	<u>7.00</u>	<u>24.13</u>
" overhang ...	<u>SEE SKETCH</u>	<u>.26</u>			<u>.26</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft					
" forward					
Total ...	<u>24.66</u>	<u>24.39</u>			<u>24.39</u>

Standard Height of Superstructure 6.0  
" " R.Q.D. ✓  
Deduction for complete superstructure 20.99  
Percentage covered  $\frac{S}{L} =$  16.45%  
" "  $\frac{S_1}{L} =$  16.27%  
" "  $\frac{E}{L} =$  16.27%  
Percentage from Table, Line A. 8.13  
(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 = 20.99 x .0813 = -1.71

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>24.99</u>	<u>1</u>		<u>24.99</u>	<u>68.50</u>	<u>68.50</u>	<u>1</u>		<u>68.50</u>
L from A.P. ...	<u>11.12</u>	<u>4</u>		<u>44.48</u>	<u>32.13</u>	<u>32.13</u>	<u>4</u>		<u>128.52</u>
L " ...	<u>2.75</u>	<u>2</u>		<u>5.50</u>	<u>8.86</u>	<u>8.86</u>	<u>2</u>		<u>17.72</u>
midships ...		<u>4</u>					<u>4</u>		
L from F.P. ...	<u>5.50</u>	<u>2</u>		<u>11.00</u>	<u>5.98</u>	<u>5.98</u>	<u>2</u>		<u>11.96</u>
L " ...	<u>22.24</u>	<u>4</u>		<u>88.96</u>	<u>25.98</u>	<u>25.98</u>	<u>4</u>		<u>103.92</u>
A.P. ...	<u>49.98</u>	<u>1</u>		<u>49.98</u>	<u>56.38</u>	<u>56.38</u>	<u>1</u>		<u>56.38</u>
Total ...				<u>224.91</u>					<u>387.00</u>

Mean actual sheer aft = Excess  
Mean standard sheer aft = Excess  
Mean actual sheer forward = Excess  
Mean standard sheer forward = Excess  
Length of enclosed superstructure forward of amidships = No midship  
" " aft of " = Superstructure

Correction =  $\frac{\text{Difference between sums of products}}{18} = \frac{162.09}{18} = 9.00$   
If limited on account of midship superstructure. Yes. No allowance  
If limited to maximum allowance of 1 1/2 ins. per 100 ft. - 2.25

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient
Depth to Freeboard Deck = <u>13.94</u>	$\Delta =$	Depth Correction ... <u>4.50</u>
Summer freeboard = <u>1.56</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <u>1.71</u>
Moulded draught (d) = <u>12.38</u>	T =	Sheer correction ... <u>.21</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>3.09 = 3"</u>	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... <u>.62</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>5"</u>	$\frac{d}{4} = 3"$	Correction for Thickness of Deck amidships ... <u>.62</u>
		Other corrections, scantlings, etc. ... <u>-</u>
		Summer Freeboard = <u>18.69</u>

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

Tropical Fresh Water Line above Centre of Disc ...	<u>120</u>	Tropical Fresh Water Freeboard ...	<u>318</u>
Fresh Water Line " " ...	<u>82</u>	Fresh Water " " ...	<u>356</u>
Tropical Line " " ...	<u>38</u>	Tropical " " ...	<u>400</u>
Winter Line below " " ...	<u>38</u>	Winter " " ...	<u>476</u>
Winter North Atlantic Line " " ...	<u>89</u>	Winter North Atlantic " " ...	<u>527</u>

French 1908  
Freeboards  
Reassigned

5m,3,3.

010484-010494-00514

Lloyd's Register  
MARKING FORM  
RECEIVED  
30 SEP 1936



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	Sides	...	...	...	...	...	...	...	...
	Stiffeners	...	...	...	...	...	...	...	...
	Brackets, Stays	...	...	...	...	...	...	...	...
HATCH BEAMS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Scantling and Sketch	...	...	...	...	...	...	...	...
FORE AND AFTERS	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	How fitted	...	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...	...
Number of Taraulins	...	...	...	...	...	...	...	...	...

\*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 and funnel ventilators in efficient condition.   
 Engine skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

none

Particulars of Companionways:—

none

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

none

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

On freeboard deck. 2 airpipes height 665 leading to ballast tank } all airpipes closed with canvas covers.   
 2 airpipes height 800 leading to cofferdam.   
 2 airpipes height 2080 leading to oil fuel tank.   
 On fore castle deck one airpipe height 370 leading to peak space.   
 On motor casing. 3 airpipes height 300.   
 2 gossamers height 160.

Particulars of Gangway Cargo and Coaling Ports:—

none

Particulars of Scuppers and Sanitary Discharge Pipes:—

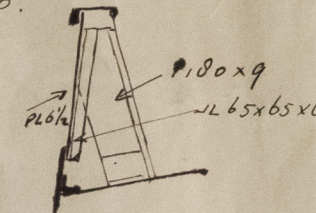
Below freeboard deck sanitary discharge with non return valve (Bran)   
 at ship's side. (for position see sketch).

Particulars of Side Scuttles:—

none

Particulars of Guard Rails:—

on freeboard deck steel bulkhead height 1100. distance of stanchions 1010.   
 on fore castle deck open rail 2 mds height 1000. dist. of stanchions 1440



Particulars of Gangways, Lifelines, etc.:—

Two lifelines fitted from engine casing to fore castle bulkhead.

## Particulars of Freeing Arrangements.

	Length of Bulkhead	Height of Bulkhead	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	30.489	1060	7'15" x 5'10"	4	15.7	14.66
Forward Well						

State position of each freeing port (F. and A. position and height above deck edge) After Well:— see sketch. Forward Well:—   
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— steel shutters fitted with grids sill 200   
 Additional area where sheer is less than standard.

## Particulars of Superstructures, Trunks, Casings, Deckhouses.

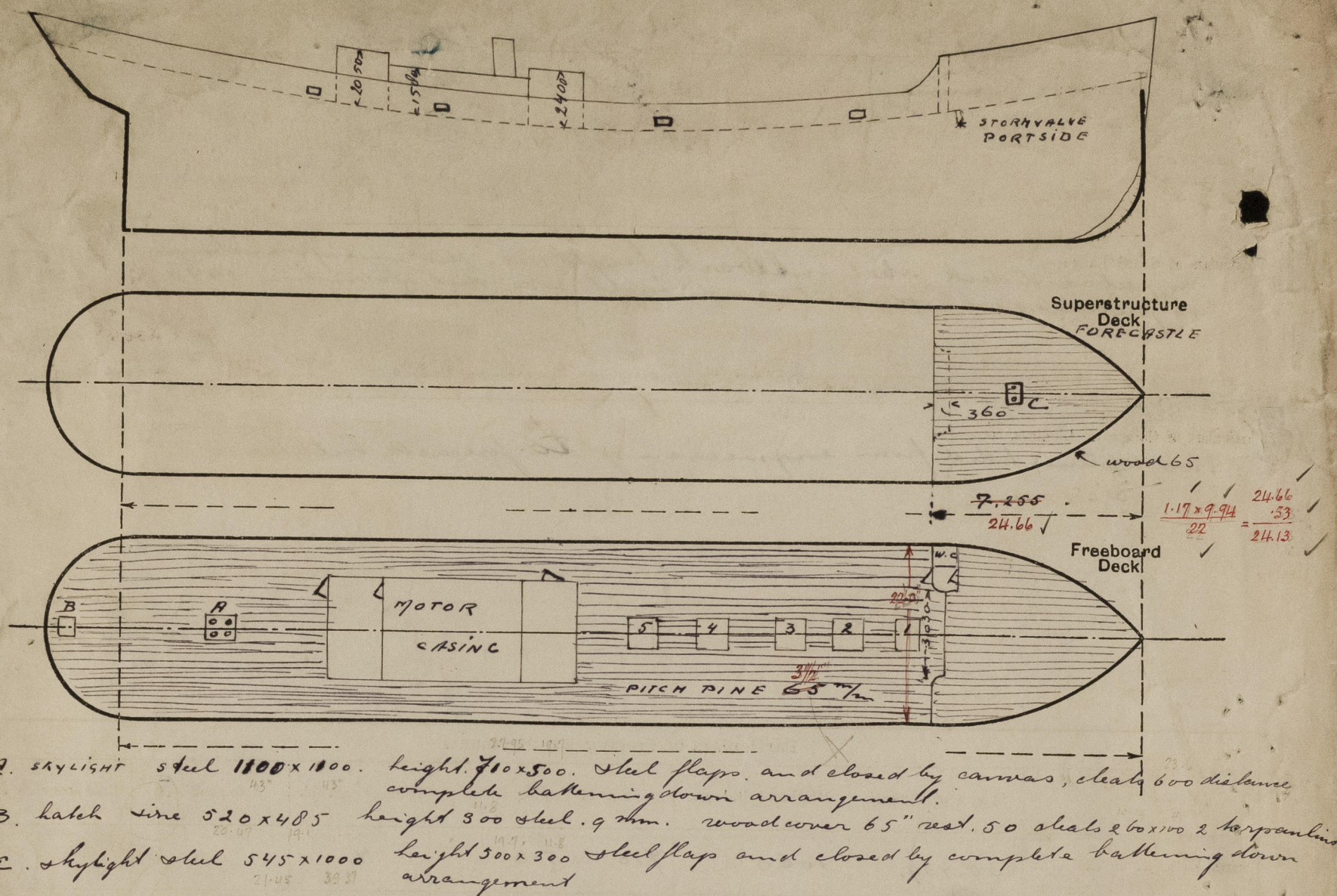
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓							
Raised Quarter Deck Bulkhead	✓							
Bridge, After Bulkhead	✓							
Bridge, Forward Bulkhead	✓							
Forecastle Bulkhead	8 31	6 24	4 75 x 65 x 8	600	none	1400 x 600	430	2.135
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	10 39	7 29	4 75 x 65 x 8	760	top brackets	1400 x 600	440	1500.
Exposed Machinery Casings on Superstructure Decks	✓							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships	10 39	7 29	4 75 x 65 x 8	760	top brackets	1400 x 600	500	2050 and 2400.

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

Poop Bulkhead	✓
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	✓
Bridge, Forward Bulkhead	✓
Forecastle Bulkhead	steel hinged door operated from both sides
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	steel hinged door operated from both sides
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓
Deckhouses on Flush Deck Ships	steel hinged door operated from both sides



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 vessel ~~will~~ is submitted for special survey N°1 which will be completed this month.

displacement in saltwater at 3.991 m.m. draught (bar keel included) = 725 Tons  
Tons per inch immersion at this draught 7.07 Tons

Builder's name and yard number N. V. Machinefabriek en Scheepswerf van P. Smit Jr. yard N° 87.

Names of sister ships 4/11 "TARASCON"

Owners Société de Grande Pêche de Boulogne sur Mer

Fee £ 72 : wil be Received by me R. H. Hehrmeijer.



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