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(For London Office only.)

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

Passat of Oslo (6/10/39)

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Newcastle-on-Tyne</u>
Having <u>Amicable, Bridge, Rapid Quarter, &amp; Stern</u>					Date of Survey <u>undugon's alterations January 1933.</u>
(Type of Superstructures.) <u>14 25/10/33</u>					Name of Surveyor <u>W. J. Craig</u>
Ship's Name <u>GRANDE-TERRE</u> <u>ANATOLIAN.</u>	Nationality and Port of Registry <u>French</u> <u>Le Havre</u>	Official Number <u>1920</u> <u>1943-63</u>	Gross Tonnage <u>1920</u> <u>1943-63</u>	Date of Build <u>1932-3.</u>	
Moulded Dimensions: Length <u>265.0</u> Breadth <u>39.83</u> Depth <u>20.75</u>					Particulars of Classification <u>+100 A-1.</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>3845</u> tons					
Coefficient of fineness for use with Tables <u>.723</u>					

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. 20.75	(a) Where D is greater than Table depth (D-Table depth) R = (20.83-17.67) 2.038 = 6.44	Moulded Breadth (B) 39.83
Stringer plate ... .. .03	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 9.56$
Sheathing on exposed deck $2\frac{1}{2}$		Ship's Round of Beam = <u>10</u>
$T \left( \frac{L-S}{L} \right) = .21 \times .2566$		Difference <u>.44</u>
Depth for Freeboard (D) = <u>20.83</u>	If restricted by superstructures	Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.44}{4} \times 26.04 = .03$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	26.0	26.0	7.5		26.0	Standard Height of Superstructure <u>6.15</u>
" overhang ... ..	7.8		4.4			" " R.Q.D. <u>4.20</u>
R.Q.D. enclosed ... ..	72.0	78.0	4.3		78.0	Deduction for complete superstructure <u>32.50</u>
" overhang ... ..	62.0		7.5			Percentage covered $\frac{S}{L} = 74.34$
Bridge enclosed ... ..	62.0	62.0	7.5		62.0	" " $\frac{S_1}{L} = 73.96$
" overhang aft ... ..			7.5			" " $\frac{E}{L} = 73.96$
" overhang forward ... ..	2.0	1.0	7.5		1.0	Percentage from Table, Line A. <u>67.87</u>
Fore enclosed ... ..	29.0	29.0	7.0		29.0	(corrected for absence of fore-castle (if required))
" overhang ... ..						Percentage from Table, Line B.
Trunk aft ... ..						(corrected for absence of fore-castle (if required))
" forward ... ..						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ... ..						Deduction = <u>22.06</u>
" " forward ... ..						
Total ... ..	197.0	196.0			196.0	

## SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product	
A.P. ... ..	36.50	1	36.50	41.2	41.50	1	41.50	Mean actual sheer aft = <u>Excess</u>
$\frac{1}{8}L$ from A.P. ... ..	16.24	4	64.96	18.8	18.12	4	72.48	Mean actual sheer forward = <u>Excess</u>
$\frac{2}{8}L$ " ... ..	4.01	2	8.02	4.3	4.38	2	8.76	Mean standard sheer aft = <u>Excess</u>
Amidships ... ..		4				4		Mean standard sheer forward = <u>Excess</u>
$\frac{3}{8}L$ from F.P. ... ..	8.03	2	16.06	10.2	10.5	2	21.00	Length of enclosed superstructure forward of amidships = <u>.5 L</u>
$\frac{4}{8}L$ " ... ..	32.49	4	129.96	41.8	41.62	4	166.48	" " aft of " = <u>.5 L</u>
F.P. ... ..	73.00	1	73.00	90.4	90.75	1	90.75	
Total ... ..			328.50				412.07	
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{328.50 - 412.07}{18} \left( .75 - \frac{196}{2 \times 265} \right) = -1.76$								
If limited on account of midship superstructure.								

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	35.45.
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.723 + .68}{1.36} = .723$	36.57.
Depth to Freeboard Deck = <u>20.78</u>	$\Delta = 4.268$	Depth Correction ... .. 6.44	
Summer freeboard = <u>1.54</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ... .. 22.06	
Moulded draught (d) = <u>19.24</u>	$T = \frac{18.0 \text{ draft} \times 20.84}{17.0 \times 20.57} = 21.1$	Sheer correction ... .. 1.76	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>4.81</u>	Deduction = $\frac{\Delta}{40T}$ inches = <u>5.06</u>	Round of Beam correction ... .. .03	
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... .. .60	
		Other corrections, scantlings, etc. ... ..	
		6.44 24.45	18.01
		Summer Freeboard = <u>18.56</u>	

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

Tropical Fresh Water Line above Centre of Disc ... ..	$9\frac{3}{4} = 24.8$	Tropical Fresh Water Freeboard ... ..	$1 - 6\frac{1}{2} = 4.70$
Fresh Water Line " " ... ..	$5 = 12.7$	Fresh Water " " ... ..	$0 - 8\frac{3}{4} = 22.2$
Tropical Line " " ... ..	$4\frac{3}{4} = 12.1$	Tropical " " ... ..	$1 - 1\frac{1}{2} = 3.43$
Winter Line below " " ... ..	$4\frac{3}{4} = 12.1$	Winter " " ... ..	$1 - 1\frac{1}{4} = 3.49$
Winter North Atlantic Line " " ... ..	$6\frac{1}{4} = 17.1$	Winter North Atlantic " " ... ..	$2 - 1\frac{1}{4} = 6.4$

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### PARTICULARS OF PROTECTION TO OPENINGS, ETC.

[illegible]

Particulars of fiddley, funnel and ventilator coamings:—

Openings in machinery casing to be fitted with gratings & steel hinged covers. ✓  
Fidley & funnel ventilator in efficient Engine skylight of steel strongly constructed. ✓

Particulars of Flush Bunker Scuttles:—

None

Particulars of Companionways :—

stil deck house  
on Poop

25 plating  
Stiffeners  $3 \times 2\frac{1}{2} \times .25$  angle and  $2\frac{1}{2}$ " solid half rounds spaced  $25\frac{1}{2}$ "  
hinged wood doors with sill 12" above wood deck as  
entrance to poop accommodation

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

2 sawn neck vents in Foredeck dh 8'4" x 29" high to Peak above  
2 vents on Forecastle dh 24" dia. Comings 36" x 40 to hold  
1 " upper dh 24" " Comings 36" x 40 " "  
1 " " dh 24" " Comings 36" x 40 " "  
1 " " R.A. dke 24" " Comings 36" x 40 " " + trim dls  
1 " " " " " Comings 36" x 40 to hold  
1 " " " " " Comings 36" x 40 to funnel  
2 sawn neck vents on Bridge deck 8'4" x 30" high to Bridge cover  
1 " " " " " 1 1/2" dia x 30" " to air space bet. Insulation  
of oil burner

2 sawn neck vents on R.A. dth 13 dia x 30 to air space  
between insulation & oil fuel.  
1 sawn neck vent on R.A. dth 8'4" x 30" to Fan Room  
4 vents on Porp deck 8' dia Comings 36" x 30 to accom.  
1 sawn neck vent on Porp deck 8'4" x 29" high to Store  
or dining vent Comings closed with wood plugs &  
Canvas covers  
Sawn neck vents closed with canvas covers

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

1	air pipe	on Forecastle	dia 76 1/2"	high 2 1/2"	dia from	Fox Peak tank
2	"	"	" 32"	" x 3"	"	double bottom tank
4	"	Upper	" 36"	" x 3"	"	"
4	"	Bridge	" 19 1/2"	" x 2 1/2"	"	"
2	"	"	" 19 1/2"	" x 2"	"	F.W. tanks
2	"	"	" 28"	" x 4"	"	oil settling tanks
4	"	"	" 29"	" x 8" x 18"	"	oil fuel tanks
2	"	R. & L. dk	" 29"	" x 3"	"	double bottom tanks

Particulars of Gangway Cargo and Coaling Ports :—

6 hinged watertight cargo doors (3 p + 5) below upper deck  
+ raised quarter decks.  
openings 5'-0" x 3'-9" door plate .60 thick  
door frame 4 1/2 x 3 x .50 angle  
4 horizontal strong backs, 2 hinges on each door

## Particulars of Scappers and Sanitary Discharge Pipes —

*Sumpers from bridge tower decks have brass storm valves at ship's sides & <sup>screw down</sup> ~~wind~~ plugs at inner ends ✓  
P " hook " " " " " " " " " " + screwed plugs " " ✓  
x The space will not be used for cargo, as refrigerating machinery  
is situated therein & sumpers are always accessible.*

Particulars of Side Scuttles:

side scuttles in poop space and in bridge tween decks of substantial construction + fitted with hinged deadlights.

Particulars of Guard Rails :—

Trusswork :-	13 tie rail	3'-5" high	with slancheris	4'-0" apart.
Bridge :-	13 tie	3'-3"	"	3'-9"
Pier :-	13 tie	3'-5"	"	4'-0"
Upper deck Fd. :-	15'-5" high	steel	bulwarks	efficiently supported & constructed
Raised Gr. :-	13'-6"	"	"	"

Particulars of Gangways, Lifelines, etc. :—

Suitable provision has been made for rigging life-lines which are available for use in any part of the ship which might have to be used by the crew in the regular working of the ship.

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 ... ..	72.0	3 <sup>2</sup> 6 <sup>1</sup> / <sub>2</sub> "	4.5 x .75 14.7 x .75 ✓ 5.17 x .75	/ / /	18.3	14.4
Forward Well ... ..	68.0	5' 0"	5.0 x .75 14.1 x .75 ✓ 7.25 x .70	/ / /	19.4	13.6
<p>State position of each freeing port ... .. { After Well: — from bridge end 5' 0" → □ 22° 6' → □ 3-8 5-5 5-4 64-8-□ Cover edge</p> <p>(F. and A. position and height above deck edge) { Forward Well: — " " front 6' 9" → □ 20° 3' → □ 4-7 4-7 4-7 5-9-□ 10" above dh</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: aft! none fwd! hinged steel shutters</p> <p>Additional area where sheer is less than standard.</p>						

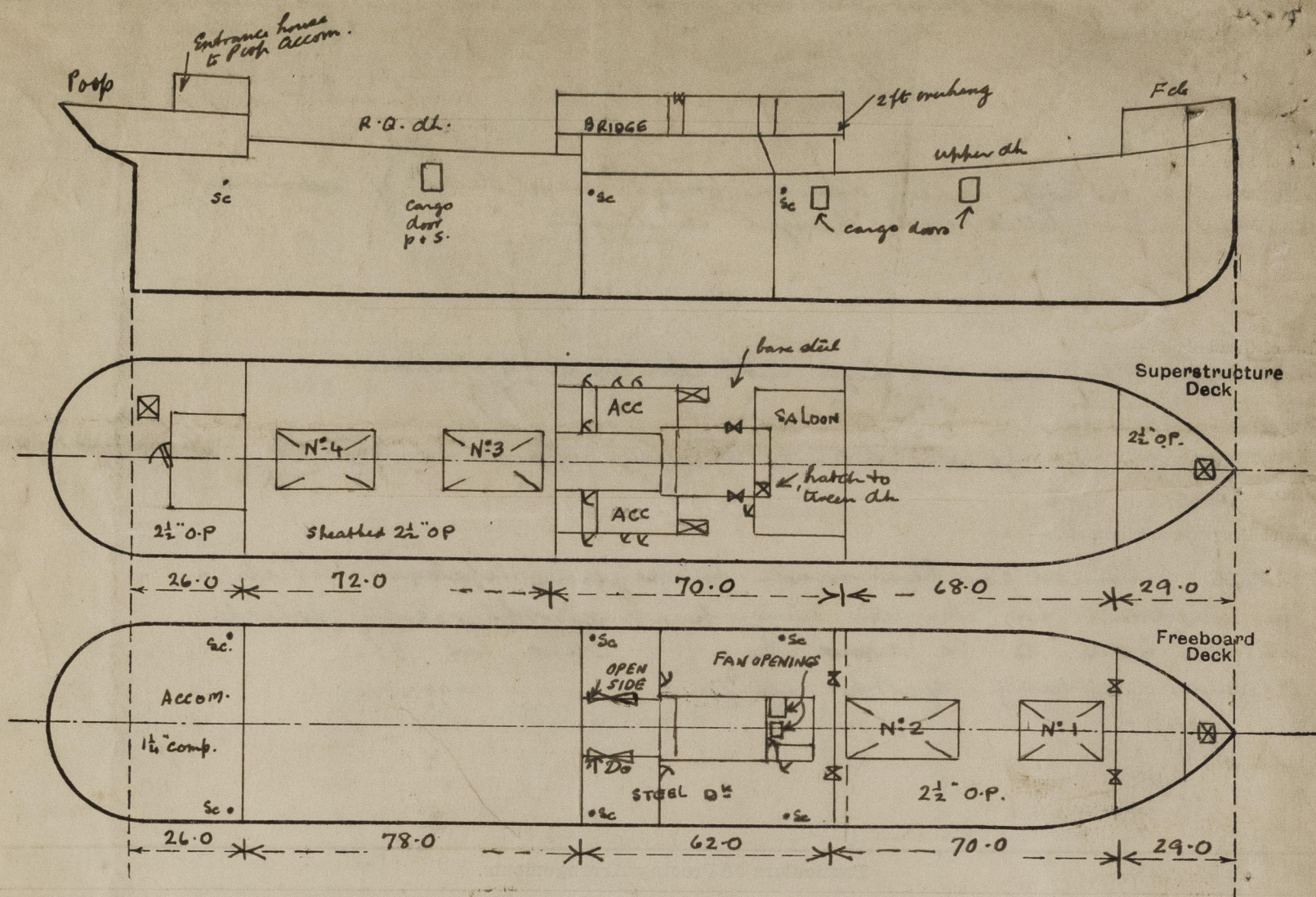
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	none	.36 ✓	4 x 3 x .38 J	30"	lugged	none	none	7'-5" above 4'-0" above R.O. dk
Raised Quarter Deck Bulkhead ...	none	.26 not checked	4 x 3 x .34 J 3 1/2 x 3 x .34 J	30"	none	none	none	4'-3"
Bridge, After Bulkhead ... ..	none	.30 ✓	5 x 3 x .34 J 3 1/2 x 3 x .34 J	28 1/2" 19"	bracketed none	none	none	3'-2"
Bridge, Forward Bulkhead ... ..	.39	.35 ✓	8 x 3 x .36 J	28 1/2" 6' 30"	lugged	2 @ 4'-7" x 3'-6"	18 1/2" ✓	7'-5"
Forecastle Bulkhead ... ..	.25	.25 ✓	3 1/2 x 3 x .36 J	30" 6' 3 1/2"	none	2 @ 4'-1" x 3'-1"	19" ✓	7'-0"
Trunk, Aft ... ..				✓				
Trunk, Forward ... ..				✓				
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...				✓				
Exposed Machinery Casings on Super-structure Decks ... ..	.32	.28 ✓	4 x 3 x .40 J	48"	none	2 @ 4'-10" x 2'-1"	18"	7'-1"
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).

Poop Bulkhead	...	...	✓	no springs	none
Raised Quarter Deck Bulkhead	...	...	✓	no springs	none
Bridge, After Bulkhead	...	...	✓	no springs	none
Bridge, Forward Bulkhead	...	...	✓	2 hinged steel doors operated from both sides by 10 clips ✓	
Forecastle Bulkhead	...	...	✓	3" storm boards in riveted channels full height ✓	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	...	...	✓	none	
Exposed Machinery Casings on Superstructure Decks	...	...	✓	ordinary hinged steel doors operated from both sides ✓ to be checked	
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 shown on the following sketches:—



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

Builder's name and yard number *Swin Hunter & Wigham Richardson N° 1414.*

Names of sister ships *✓*

Owners *Compagnie Generale d'Armement Maritime, Paris.*

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