

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

GLASGOW REPORT No. 52853

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having *Flush Deck*

Port of Survey *Glasgow*

Date of Survey *26<sup>th</sup> August 1932.*

Name of Surveyor *James R. Clark.*

Particulars of Classification *100 A. Shelter & SS Bom No. 2-31 With Freeboard. Fitter for oil fuel 9.21 F.P. above 150°*

Ship's Name *CITY OF PARIS.* Nationality and Port of Registry *British Glasgow* Official Number *146256.* Gross Tonnage *10902.* Date of Build *1922 2 mo.*

Moulded Dimensions: Length *484.2* Breadth *59.0* Depth *43.0* *36.55* tons

Moulded displacement at moulded draught = 85 per cent. of moulded depth *22,794*

Coefficient of fineness for use with Tables *764*

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. <i>43.0</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(43.3 - 32.29) × 3 = +33.03</i>	Moulded Breadth (B) <i>59.0</i>
Stringer plate ... .. <i>0.05</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>11.01</i>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{14.16}{50}$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <i>0.25</i>	If restricted by superstructures	Ship's Round of Beam = <i>14.2</i>
Depth for Freeboard (D), = <i>43.30</i>		Difference <i>0.34</i>
		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{0.34}{4} = 0.08$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..						Standard Height of Superstructure
„ overhang ... ..						„ „ R.Q.D.
R.Q.D. enclosed ... ..						Deduction for complete superstructure
„ overhang ... ..						Percentage covered $\frac{S}{L} =$
Bridge enclosed ... ..						„ $\frac{S_1}{L} =$
„ overhang aft ... ..						„ $\frac{E}{L} =$
„ overhang forward ... ..						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
Funnel enclosed ... ..						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
„ overhang ... ..						Interpolation for bridge less than 2L (if required)
Trunk aft ... ..						Deduction =
„ forward ... ..						
Tonnage opening aft ... ..						
„ forward ... ..						
Total ... ..						

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft	Mean standard sheer aft
A.P. ... ..	<i>58.42</i>	1		<i>58.42</i>	<i>42.5</i>	<i>42.50</i>	1		<i>42.50</i>		
$\frac{1}{2}$ L from A.P. ... ..	<i>26.00</i>	4		<i>104.00</i>	<i>20.0</i>	<i>19.75</i>	4		<i>79.00</i>		
$\frac{3}{8}$ L ... ..	<i>6.43</i>	2		<i>12.86</i>	<i>5.0</i>	<i>4.94</i>	2		<i>9.88</i>		
Amidships ... ..		4			<i>0</i>		4				
$\frac{3}{8}$ L from F.P. ... ..	<i>12.85</i>	2		<i>25.70</i>	<i>44.5</i>	<i>44.81</i>	2		<i>29.58</i>		
$\frac{1}{2}$ L ... ..	<i>51.99</i>	4		<i>207.96</i>	<i>60</i>	<i>59.24</i>	4		<i>236.80</i>		
F.P. ... ..	<i>116.84</i>	1		<i>116.84</i>	<i>132.5</i>	<i>132.00</i>	1		<i>131.91</i>		
Total ... ..				<i>525.78</i>					<i>529.67</i>		
Correction = $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) =$											
If limited on account of midship superstructure,											

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = *43.30*  
Summer freeboard = *12.00*  
Moulded draught (d) = *31.30*

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = *7.82 = 7 $\frac{3}{4}$*   
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 =  $\frac{\Delta}{40 T}$  inches

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... .. *33.03*  
Deduction for superstructures ... .. *1*  
Sheer correction ... .. *16*  
Round of Beam correction ... .. *08*  
Correction for Thickness of Deck amidships ... .. *1*  
Other corrections, scantlings, etc. ... ..

Summer Freeboard = *144.09*

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

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

Tropical Fresh Water Freeboard ... ..  
Fresh Water ... ..  
Tropical ... ..  
Winter ... ..  
Winter North Atlantic ... ..



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
		1	2	4	5	3	BKR.	3A	
Description of Hatchway		FREEBOARD DECK			BRIDGE DECK				
Dimensions of Hatchway		27' x 16'	30' x 16'	26' x 16'	24' x 16'	15' x 16'	7'6" x 18'	12' x 16'	
COAMINGS	Height above Deck	30"	30"	30"	30"	30"	18"	30"	
	Thickness	44	44	44	44	44	44	44	
	Stiffeners	7" BA	6" angle supported by skid skylight	7" BA, one along & skid skylight	6" angle supported by skid skylight	7" BA	✓	7" BA	
	Brackets, Stays	120				✓	✓	✓	
HATCH BEAMS	Number	5	5	5	4	2 and div. 3" from aft. end	1	2	Stone Hatch fold on 2nd. Sk. 45" x 33", 15" coaming, hinged steel w. i. cover.
	Spacing	4.5	5	4.3H	4.8	4.0	3.75	4.0	
	Scantling and Sketch	D = 13 x 34	14 x 34	13 x 34	13 1/2 x 34	12 x 32	10 x 32	12 x 32	
	Bearing Surface	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	3 1/2 x 3 x 42	
FORE AND AFTERS	Number								NONE
	Spacing								
	Unsupported Lengths								
	Scantling* and Sketch								
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	
	Thickness	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	2 3/4"	
	How fitted	F & A	F & A	F & A	F & A	F & A	F & A	F & A	
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	
Spacing of Cleats		22"	22"	22"	22"	22"	26"	22"	
Number of Tarpaulins		2	2	2	2	2	2	2	

\*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?

Yes.  
 Yes.  
 Kingbolts fitted to all above Hatches, ex. Bkr. hatch on B5.

Particulars of fiddley, funnel and ventilator coamings:—

holders of fiddle, funnel and ventilator coamings:—  
 Stokchold grate op covered by strong steel hinged flaps.  
 Fiddle, Funnel and Ventilators in efficient condition.  
 Engine Room skylight of steel strongly constructed.

Particulars of Flush Bunker Scuttles:—

NONE.

COMPANIONWAYS:-

COMPANIONWAYS:-

ON BRIDGE D <sup>K</sup> (P15)	leading to Bridge spact, formed by deckhouse;	1" dbl. Hardwood doors, operated both sides,	1" rills.
ON FBD. D <sup>K</sup> AFT (P15) (A)	" " " " " "	1" Hardwood doors,	" " " 14" " "
" " " " " (B)	" " " " " "	1" " " "	" " " 14" " "
" " " " " (C)	" " " " " "	Hinged steel doors,	" " " 12" " "
" " " " " (P15) (D)	MAIN ENTRANCE TO TWO D <sup>K</sup> s.	1" Hardwood doors,	" " " 12" " " in

Particulars of Companionways:-

addition: Main entrance has hinged steel door secured by turnbuckle.

Particulars of Companionways :—

Particulars of Companionways :-									
ON FBD. O <sup>x</sup> FORD (P+S) (E)	leading to Yw. dks.	addition this entrance has hinged steel doors, secured by turnbuckles.	formed by deckhouse,	1" Hardwood door,	operated both sides,	15" rills.			
" " " AFT. (S)	to Crew.	" " "	" " "	Hinged steel door,	" " "	16" "			
" " " " (C <sup>h</sup> and P)	" " "	" " "	" " "	" " "	" " "	16" "			
" " " AMIDSHIPS (S)	" " "Stowards	" " "	" " "	1" Hardwood door,	" " "	12" "			

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

[illegible]

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

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—				BRIDGE		CARGO DECK	
<u>FREEBOARD DECK</u>	1	airpipe	3 1/2" diam.	14" to lip	to F.P.	2	airpipe
	12	"	6" "	15" "	" " D.B. (OIL)	1	2 1/2" " 17" " (FW)
	13	"	8 1/2" "	1 1/2" "	" " " "	2	2 1/2" " 15" "
	4	"	2 1/2" "	17" "	" " (FW)		
	1	"	2 1/2" "	20" "	" " " "		
	1	"	3" "	19" "	" " A.P.		
	1	"	3" "	15" "	" " " "		
	2	"	1 1/2" "	10" "	" " " "		

also 1 airpipe 3 1/2" diam 6" to lip in wing of Bks. Hatch to D.B. (FW).  
and 1 " " 8" " " " B.R. Casing " " ✓

~~No shifting holes.~~ Covers ~~are~~ complete. gauge on  
to oil fuel ~~requires~~ removal. ~~off~~

Particulars of Gangway Cargo and Coaling Ports :—

3 Watertight Coaling doors (11 + 51), between Hbd. and 2nd Decks, 5'6" x 3'6", efficiently constructed. ✓



Particulars of Scuppers and Sanitary Discharge Pipes:—

all overboard discharges from spaces below the  
freeboard  $\frac{1}{4}$  ft, fitted with non return valves geared  
to  $\frac{1}{4}$  ft.  $\frac{1}{4}$  ft.

Particulars of Side Scuttles:—

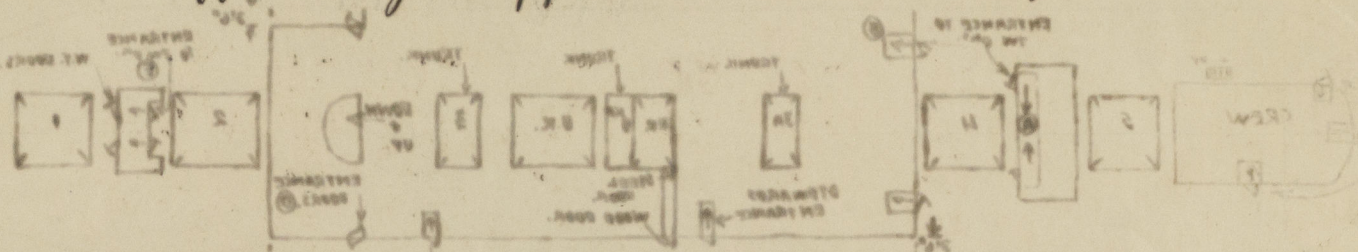
all side scuttles below  $\frac{1}{4}$  ft. deck fitted with hinged deadlights  
sill of lowest light 35" draught.  
all scuttles of substantial construction.

Particulars of Guard Rails:—

freeboard  $\frac{1}{4}$  ft. and aft of bridge section; 3' 9" high, 5 rods and stanchions spaced 4' 0".  
amidships for 41' 6" on Port side and 222' on Starb. side alongside Bridge section  
of midship deckhouse, 3' 9" bulwark, efficiently constructed and supported. NO FREEING PORTS  
Bridge  $\frac{1}{4}$  ft. Rails 3' 9" high, 3 rods and wood rail, stanchions spaced 4' 0".

Particulars of Gangways, Lifelines, etc.:—

Gangways fitted on Port side at aft end (see sketch).  
efficiently supported and having 5 rods and stanchions.



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 ... ..	122'	open Rail				
Forward Well ... ..	140.2	open Rail				
Midships	222 STAR. 7 41 PORT	3' 9"	NONE			
State position of each freeing port (E. and A. position and height above deck edge) } After Well:— 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.

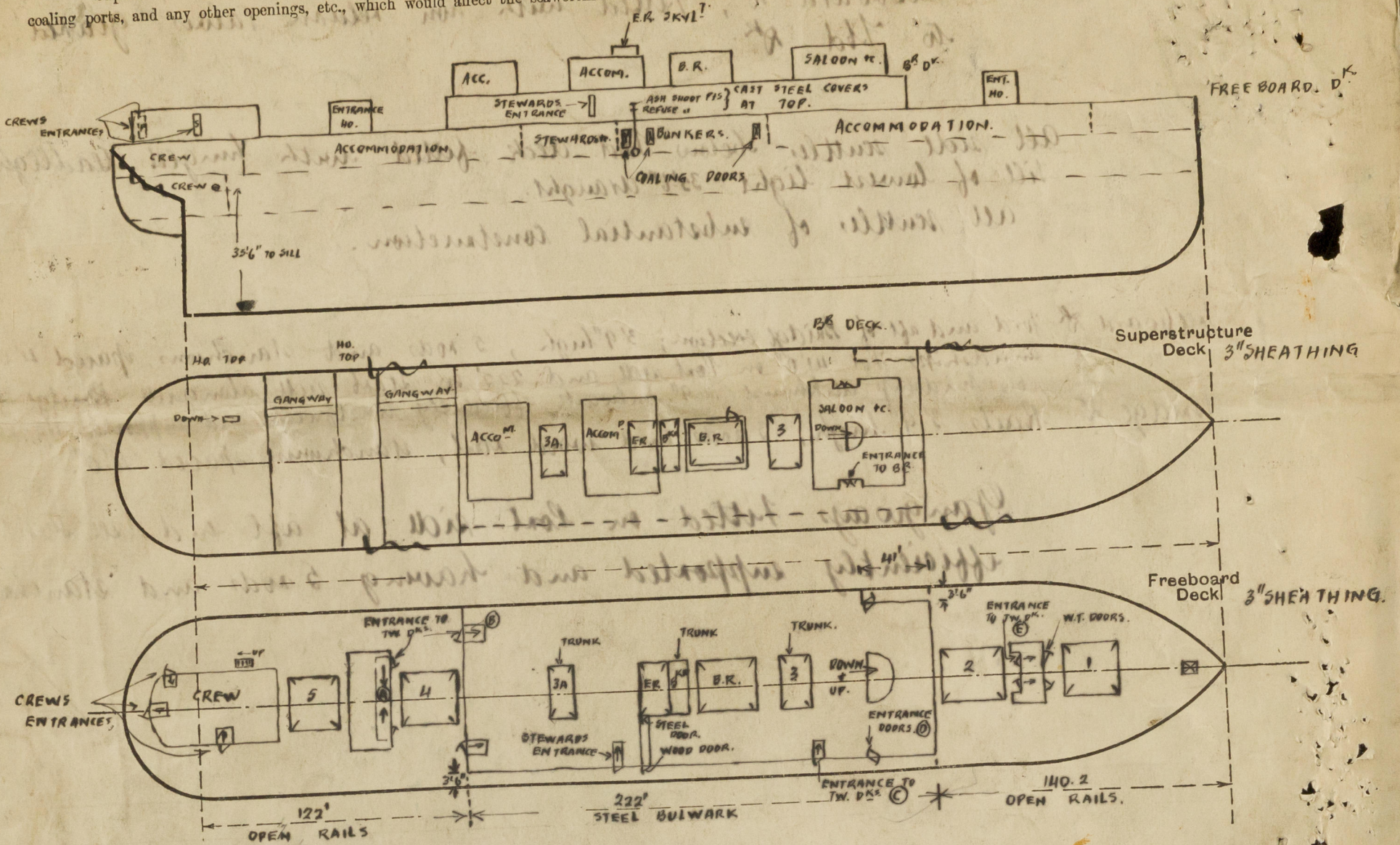
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	✓	131		131, 12	Hard 128			
Raised Quarter Deck Bulkhead ...	✓	10		131, 12	28			
Bridge, After Bulkhead ... ..	✓	82, 10		82, 10	28			
Bridge, Forward Bulkhead ... ..	✓	28, 10		28, 10	18			
Forecastle Bulkhead ... ..	✓			28, 10	28			
Trunk, Aft ... ..	✓			28, 10	28			
Trunk, Forward ... ..	✓			28, 10	28			
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓			28, 10	28			
Exposed Machinery Casings on Superstructure Decks ... ..	✓	30	30	30" to 36"	✓	BR. 4' 6" x 2' 6"	13"	8' 0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓	30	26	30" to 36"	✓	FR. 5' 6" x 2' 6"	6"	8' 0"
Midship Deckhouses on Flush Deck Ships ...	✓	30	26	36"	✓	5' 6" x 2' 6"	12"	8' 0"

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 ... ..	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Superstructure Decks ... ..	BR.	Hinged steel door, capable of being closed and secured both sides.						
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	E.R.	do do do do do do do						
Midship Deckhouses on Flush Deck Ships ...	✓	In front and at fore end 3' x 2' glass windows, provided with 3/4" wood shutter for fitting outside. Elsewhere efficient sidelights, also 1" Hardwood and steel doors, see also under compartments.						



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:—

Survey: This was carried out afloat, and was confined to the items detailed above.

Trade: The vessel is at present laid up in the Gareloch.

The following information was received from the Newcastle Surveyors:—

Displacement at a moulded draft of 85% mid depth = 22,194.	
Ext. Draft.	External disp.
35	21,661.
36	22,398
37	23,136.

Please add the following to items to be done:—

- (i) Glass lights on E.R. skylight to repair where broken.
- (ii) Hooks to repair on doors to crew entrances aft.
- (iii) Gange to repair on A.P.'s to oil fuel tanks.

Builder's name and yard number

Swan, Hunters 1129.

Names of sister ships

not known.

Owners

City Line Ltd. (Geo. Smith Managers.).

Fee £

17 : 0 : 0

Received by me

Exp. £

1 : 0 : 0



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