

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>NOTRE DAME DE FRANCE.</b>	Official Number -	Nationality and Port of Registry FRENCH. BOULOGNE-SUR-MER	Gross Tonnage 433	Date of Build 1931-3.	Port of Survey <u>LE HAVRE.</u> Re-classification, Date of Survey <u>March to September 1946.</u> Surveyor's Signature <u>Ag. [Signature]</u> Particulars of Classification <u>+ 100 A1.</u> Steam Trawler.
Moulded Dimensions: Length <u>150'-0"</u> Breadth <u>26'-1"</u> Depth <u>15'-3"</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>15.36</u> tons					
Coefficient of fineness for use with Tables <u>639</u> ( <u>68</u> minimum)					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <u>15.25</u> Stringer plate ... <u>3.8"</u> ... .. <u>0.38</u> Sheathing on exposed deck <u>3" P.P.</u> $T \left( \frac{L-S}{L} \right) = 314.25 \left( \frac{150-103.93}{150} \right) = .08$ Depth for Freeboard (D) = <u>15.36</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>4.15</u> $(15.28-10) \cdot 1.154 = +6.07$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>✓</u> If restricted by superstructures <u>✓</u>	Moulded Breadth (B) <u>26.08</u> Standard Round of Beam = $\frac{B \times 12}{50} = 6.26"$ Ship's Round of Beam = <u>8.00"</u> Difference = <u>1.74"</u> Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{1.74 \times 307}{4} = +.13$

**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 ... ..	<u>77.75'</u>	<u>77.75'</u>	<u>9'-0.92</u>	<u>.92/3.333</u>	<u>21.46</u>
" overhang ... ..	-	-	-	-	-
Bridge enclosed ... ..	-	-	-	-	-
" overhang aft ... ..	-	-	-	-	-
" overhang forward ... ..	-	-	-	-	-
F'cle enclosed ... ..	<u>26.18'</u>	<u>26.18'</u>	<u>6'-10.1"</u>	<u>✓</u>	<u>26.18</u>
" overhang ... ..	-	-	-	-	-
Trunk aft ... ..	-	-	-	-	-
" forward ... ..	-	-	-	-	-
Tonnage opening aft ... ..	-	-	-	-	-
" " forward ... ..	-	-	-	-	-
Total ... ..	<u>103.93'</u>	<u>103.93'</u>			<u>47.64</u>

Standard Height of Superstructure 6'-0"  
" " R.Q.D. 3.33 3.333  
Deduction for complete superstructure 21.0  
Percentage covered  $\frac{S}{L} = .693$  69.29  
" "  $\frac{S_1}{L} = .693$  69.29  
" "  $\frac{E}{L} =$  31.76  
Percentage from Table, Line A. 16.49  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. ✓  
(corrected for absence of forecastle (if required))  
Interpolation for bridge less than .2L (if required) ✓  
Deduction = 21.0 × .1649 = -3.46

**SHEER CORRECTION.**

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>25.0</u>	1		<u>25.00</u>	<u>69.75</u>	<u>25.00</u>	1		<u>25.00</u>
$\frac{1}{2}L$ from A.P. ... ..	<u>11.13</u>	4		<u>44.52</u>	<u>28.30</u>	<u>11.13</u>	4		<u>44.52</u>
$\frac{1}{4}L$ " ... ..	<u>2.75</u>	2		<u>5.50</u>	<u>7.25</u>	<u>2.75</u>	2		<u>5.50</u>
Amidships ... ..	<u>0</u>	4		<u>0</u>	-	-	4		-
$\frac{1}{4}L$ from F.P. ... ..	<u>5.5</u>	2		<u>11.00</u>	<u>3.90</u>	<u>3.90</u>	2		<u>7.80</u>
$\frac{1}{2}L$ " ... ..	<u>22.25</u>	4		<u>89.00</u>	<u>16.90</u>	<u>16.90</u>	4		<u>67.60</u>
F.P. ... ..	<u>50.0</u>	1		<u>50.00</u>	<u>38.00</u>	<u>38.00</u>	1		<u>38.00</u>
Total ... ..	<u>116.63</u>			<u>225.02</u>					<u>188.42</u>

Mean actual sheer aft = EXCESS  
Mean standard sheer aft = EXCESS  
Mean actual sheer forward = DEFICIENT  
Mean standard sheer forward = DEFICIENT  
Length of enclosed superstructure forward of amidships = ✓  
" " aft of " = NIL (RQD OF DEFICIENT HEIGHT)

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{36.60}{18} \left( .75 - \frac{34.64}{140.36} \right) = +.82$   
If limited on account of midship superstructure. ✓  
If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓

<p><b>Deduction for Tropical Freeboard.</b></p> <p><b>Addition for Winter and Winter North Atlantic Freeboard.</b></p> <p style="text-align: right;">RAISED QUARTER</p> <p>Depth to Freeboard Deck = <u>16.28</u> Ft.</p> <p>Summer freeboard = <u>2.50</u></p> <p>Moulded draught (d) = <u>13.78</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = <math>\frac{d}{4}</math> inches = <u>3.44 = 3\frac{1}{2}"</u></p> <p>Correction for Winter North Atlantic Freeboard (if required) = <u>NOT ASSIGNED</u></p>	<p><b>Deduction for Fresh Water.</b></p> <p>Displacement in salt water at summer load water line</p> <p><math>\Delta =</math></p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = <math>\frac{\Delta}{40 T}</math> inches</p> <p><math>\frac{d}{4} = 3\frac{1}{2}</math>"</p>	<p><b>TABULAR FREEBOARD corrected for Flush Deck (if required)</b></p> <p>Correction for coefficient <u>NIL</u></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Depth Correction ... ..</td> <td style="text-align: center;"><u>6.19</u></td> <td style="text-align: center;"><u>-</u></td> </tr> <tr> <td>Deduction for superstructures ... ..</td> <td style="text-align: center;"><u>-</u></td> <td style="text-align: center;"><u>3.46</u></td> </tr> <tr> <td>Sheer correction ... ..</td> <td style="text-align: center;"><u>.82</u></td> <td style="text-align: center;"><u>-</u></td> </tr> <tr> <td>Round of Beam correction ... ..</td> <td style="text-align: center;"><u>-</u></td> <td style="text-align: center;"><u>.13</u></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ... ..</td> <td style="text-align: center;"><u>2.04</u></td> <td style="text-align: center;"><u>-</u></td> </tr> <tr> <td>Other corrections, scantlings, etc. <u>RAISED QUARTER</u></td> <td style="text-align: center;"><u>9.00</u></td> <td style="text-align: center;"><u>-</u></td> </tr> <tr> <td></td> <td style="text-align: center;"><u>18.05</u></td> <td style="text-align: center;"><u>3.59</u></td> </tr> </table> <p style="text-align: right;"><u>+ 14.46</u></p> <p>Summer Freeboard = <u>29.96 = 762 mms</u></p>		+	-	Depth Correction ... ..	<u>6.19</u>	<u>-</u>	Deduction for superstructures ... ..	<u>-</u>	<u>3.46</u>	Sheer correction ... ..	<u>.82</u>	<u>-</u>	Round of Beam correction ... ..	<u>-</u>	<u>.13</u>	Correction for Thickness of Deck amidships ... ..	<u>2.04</u>	<u>-</u>	Other corrections, scantlings, etc. <u>RAISED QUARTER</u>	<u>9.00</u>	<u>-</u>		<u>18.05</u>	<u>3.59</u>
	+	-																								
Depth Correction ... ..	<u>6.19</u>	<u>-</u>																								
Deduction for superstructures ... ..	<u>-</u>	<u>3.46</u>																								
Sheer correction ... ..	<u>.82</u>	<u>-</u>																								
Round of Beam correction ... ..	<u>-</u>	<u>.13</u>																								
Correction for Thickness of Deck amidships ... ..	<u>2.04</u>	<u>-</u>																								
Other corrections, scantlings, etc. <u>RAISED QUARTER</u>	<u>9.00</u>	<u>-</u>																								
	<u>18.05</u>	<u>3.59</u>																								

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

EXISTING FREEBOARDS	Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED	Tropical Fresh Water Freeboard ... ..
	Fresh Water Line " "	... .. <u>89 mms</u>	Fresh Water " ... .. <u>673 mms</u>
RE-ASSIGNED AT OWNERS REQUEST	Tropical Line " "	NOT ASSIGNED	Tropical " ... .. <u>-</u>
	Winter Line below " "	... .. <u>44 mms</u>	Winter " ... .. <u>806 mms</u>
	Winter North Atlantic Line " "	NOT ASSIGNED	Winter North Atlantic " ... .. <u>-</u>

762 mms

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

All alterations made to this Vessel during the requisitioning period have now been removed, and the Vessel has now been reconstructed in accordance with the original plans and scantlings supplied by the builders in 1931.

*H. G. Pilditch*  
HGL. PILDITCH.  
20th September 1946.

Trade of ship Steam Trawler.

Names of sister ships -

Builder's name and yard number Messieurs SMITH'S DOCK Co. No. 950.

*D* Owners GOURNAY Freres.

Fee £ 1-10-0 Frs 720.



© 2020

Lloyd's Register  
Foundation