

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tug					Port of Survey Newcastle-on-Tyne
having Poop, Raised Quarter Deck, Bridge & Forecastle					Date of Survey 7 th November 1932
(Type of Superstructures.)					Name of Surveyor Alex. E. Stevenson
Ship's Name MEDÉE	Nationality and Port of Registry French Caen	Official Number -	Gross Tonnage 1882	Date of Build 1920	Particulars of Classification +100A.1 S.S. No. 2-28
Moulded Dimensions: Length 285.0' Breadth 41.83' Depth 20.0'					
Moulded displacement at moulded draught = 85 per cent. of moulded depth 4420 tons					
Coefficient of fineness for use with Tables .763					

Depth for Freeboard (D)		Depth correction	Round of Beam correction
Moulded depth 20.0'		(a) Where D is greater than Table depth (D - Table depth) R = (20.05 - 19.00) 2.193 = +2.30	Moulded Breadth (B) 41.83'
Stringer plate05'		(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{41.83 \times 12}{50} = 10.04'$
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right) =$ ✓		If restricted by superstructures ✓	Ship's Round of Beam = 10.25'
Depth for Freeboard (D) = 20.05'			Difference .21'
			Restricted to
			Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.21}{4} \times .3298 =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	24.67'	24.67'	7.52' to top wood dk ✓		24.67'	Standard Height of Superstructure 6.35'
" overhang ...						" " R.Q.D. 4.47'
R.Q.D. enclosed ...	84.0'	84.00'	4.0' ✓	4.47	75.17'	Deduction for complete superstructure 34.33'
" overhang ...						Percentage covered $\frac{S}{L} = \frac{67.02}{67.02} = 100\%$
Bridge enclosed ...	58.0'	58.00'	7.82' to top wood dk ✓		58.00'	" " $\frac{S_1}{L} = \frac{67.02}{67.02} = 100\%$
" overhang aft ^{over} ✓						" " $\frac{E}{L} = \frac{63.92}{67.02} = 95.5\%$
" overhang forward						Percentage from Table, Line A. 52.66%
Forecastle enclosed ^{over} ✓	24.33'	24.33'	7.52' to top wood dk ✓		24.33'	(corrected for absence of forecastle (if required)) ✓
" overhang ...						Percentage from Table, Line B. ✓
Trunk aft ...						(corrected for absence of forecastle (if required)) ✓
" forward ...						Interpolation for bridge less than 2L (if required) ✓
Tonnage opening aft ...						Deduction = 34.33' × .5266 = -18.08'
" " forward						
Total ...	191.00'	191.00'			182.17'	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	38.50	1		38.50	42	42.00	1		42.00	Mean actual sheer aft = Excess
$\frac{1}{4}$ L from A.P. ...	17.13	4		68.52	18.5	18.37	4		73.48	Mean actual sheer forward = Excess
$\frac{2}{4}$ L " ...	4.23	2		8.46	4.5	4.59	2		9.18	Mean standard sheer forward
Amidships ...	✓	4		✓	-	✓	4		✓	Length of enclosed superstructure forward of amidships = 085'
$\frac{3}{4}$ L from F.P. ...	8.47	2		16.94	9	9.13	2		18.26	" " aft of " = 128' + R.Q.D.
$\frac{1}{4}$ L " ...	34.26	4		137.04	36.5	36.54	4		146.16	
F.P. ...	77.00	1		77.00	84	84.00	1		84.00	
Total ...	346.5			346.46					373.08	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.200} \right) = \frac{26.62}{.200} \times \left(\frac{.75 - .3351}{.200} \right) = - .615$										
If limited on account of midship superstructure. $\frac{.615 \times .185}{.200} = - .57$ If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.										

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	39.85
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.763 + .68}{1.36} = \frac{1.443}{1.36}$	42.28
Depth to Freeboard Deck = 20.05	$\Delta = 47.11$	Depth Correction 2.30 ✓	
Summer freeboard = 2.16	Tons per inch immersion at summer load water line	Deduction for superstructures ✓ 18.08	
Moulded draught (d) = 17.89	T = 23.55	Sheer correction ✓ .57	
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ✓ .02	
Winter freeboard = $\frac{d}{4}$ inches = 4.47	= 5 = 127%	Correction for Thickness of Deck amidships ✓	
Addition for Winter North Atlantic Freeboard (if required) =	ext Δ at 18.02 = 4705	Other corrections, scantlings, etc. ✓	
	T.P.I. = 23.55		
		2.30 18.67 - 16.37	
		Summer Freeboard = 25.91	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:— **658 m/m**

Tropical Fresh Water Line above Centre of Disc ...	
Fresh Water Line " " ...	
Tropical Line " " ...	
Winter Line below " " ...	114. m/m
Winter North Atlantic Line " " ...	

Tropical Fresh Water Freeboard ...	
Fresh Water " " ...	
Tropical " " ...	
Winter " " ...	774 m/m
Winter North Atlantic " " ...	

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
--- Freebd. dk --- cross bunker									
Description of Hatchway	N° 1	N° 2	N° 3	N° 4					
Dimensions of Hatchway	33'-9" x 27'-0"	38'-0" x 30'-0"	31'-9" x 29'-6"	27'-0" x 26'-0"	Fore peak hatch on Freebd. dk. in Fide.				
COAMINGS	Height above Deck	4'-6" ✓	4'-6" ✓	4'-6" ✓	W.T. manhole cover 17" x 12", on steel trunk				
	Thickness Sides	5/8" ✓	5/8" ✓	5/8" ✓	18" high ✓				
	Thickness Ends	5/8" ✓	5/8" ✓	5/8" ✓					
	Stiffeners	7" x 3 BA ✓	7" x 3 BA ✓	7" x 3 BA ✓	Chain locker hatch on Freebd. dk. in Fide				
HATCH BEAMS	Brackets, Stays	3 off ✓	3 off ✓	3 off ✓	20" x 15" coam. 3 x 3 L. W.T. 30" steel cover				
	Number	6	7	5	secured by 6 hoggles ✓				
	Spacing	4'-10"	4'-9"	5'-3 1/2"	Escape hatches on hatch trunks.				
	Scantling and Sketch	23 1/2" x 38	23 1/2" x 40	23 1/2" x 40	1 fwd. 1 aft. 3-10" x 1-10" coam. 24" x 34"				
FORE AND AFTERS	Plate	5 x 3 x 46	5 x 3 x 46	5 x 3 x 46	Hatches 3" w.p. Bear Surface 2 1/2"				
	Angles	5 x 3 x 46	5 x 3 x 46	5 x 3 x 46	Cleats 24" 2 Taraulins ✓				
	Bearing Surface	3 1/2" ✓	3 1/2" ✓	3 1/2" ✓					
	Number	none	none	none	Store hatch on Poop dk. aft. 3-0" x 3-0"				
HATCH COVERS	Spacing	none	none	none	coam 10" x 3" wood, framed cover 1" pine				
	Unsupported Lengths	none	none	none	secured by 1 locking bar ✓				
	Scantling and Sketch	none	none	none	aft peak hatch on Fbd. dk. in Poop.				
	Bearing Surface	none	none	none	W.T. manhole cover 17" x 12" ✓				
HATCH COVERS	Material	w.p. ✓	w.p. ✓	w.p. ✓	Bunker hatches on Boat dk.				
	Thickness	3/8" ✓	3/8" ✓	3/8" ✓	2 off 3-6" x 2-9" coam 9 x 38				
	How fitted	5/8" x 4 ✓	5/8" x 4 ✓	5/8" x 4 ✓	Trunked to Bridge dk.				
	Bearing Surface	3 x 4 ✓	3 x 4 ✓	3 x 4 ✓	Hatches 3" w.p. Bear Surface ✓				
Spacing of Cleats	20" ✓	20" ✓	24" ✓	20" ✓	Cleats 24" 2 Taraulins ✓				
Number of Taraulins	3 ✓	3 ✓	3 ✓	3 ✓					

*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:—

Fidley gratings covered by strong steel hinged covers. ✓
 Funnel & fidley ventilators in efficient condition. ✓
 Engine skylight of steel strongly constructed. ✓

Particulars of Flush Bunker Scuttles:—

none ✓

Particulars of Companionways:— Entrance to accom^o in fore end of Bridge, in steel house on Bridge dk. with 4'-9" x 2'-0" hinged solid beam door 1 1/2" thick, operated both sides, sill 16" ✓
 Entrance to Poop space in steel companion at fore end, with 4'-9" x 1'-11" hinged solid beam door, 1 1/2" thick, operated both sides, sill 18" above R.Q.D. ✓
 Wood skylight on Poop dk. 4'-6" x 4'-8", wood coam 22 1/8" x 3" glass in hinged flaps protected by perforated steel plate. ✓

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

on Fbd dk. fwd. 1 off 15" dia. coam 36" x 32" led to hold. ✓
 on Ford. hatch trunk (34" above dk) 2 " 15" " 30" x 30" " " " " ✓
 on R.Q.D. 2 " 15" " 36" x 30" " " " " ✓
 on aft hatch trunk 1 " 9" " 30" x 38" " " " " ✓
 On bridge deck 8 off 6" dia. coam 12" x 28" led to Bridge space. ✓
 Ventilators constructed in accordance with rules ✓
 Coamings closed with wood plugs & canvas covers. ✓

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

on Fide dk. 1 off 4 1/2" dia x 6" to opening from fore peak. ✓ wood plugs as closing appliances.
 Bridge dk. 2 " 2" x 24" " " double bottom. ✓
 Poop dk. 1 " 4 1/2" " 4 1/2" " " aft peak. ✓
 Remainder are flush type fitted with screw down metal plug. ✓

Particulars of Gangway Cargo and Coaling Ports:—

none ✓

Particulars of Scuppers and Sanitary Discharge Pipes:—

From Fide space. 1 w.c. Port discharging thru. Fide side. ✓
 Bridge space. 2 wash & bath discharges P & Zs. thru. Bridge side. ✓
 Poop space. 2 w.c. & 2 scuppers P, & 1 scupper S. discharging thru. side below freebd. dk. ✓
 1 w.c. discharge thru. Poop side. S. side. ✓
 1 scupper port & 2 scuppers starboard discharging thru. side below freebd. dk. ✓

all fitted with storm valves at ship's side. ✓

Particulars of Side Scuttles:—

in Poop & Bridge, with hinged deadlights. ✓

Particulars of Guard Rails:—

Steel bulwarks, in fore well 4'-3" high, on R.Q.D. 4'-0" high & on Bridge dk. 3'-3" high, efficiently constructed & supported. ✓
 Guard rails on Poop & Fide 3'-3" high, having 2 rods & stanchions 4'-0" to 4'-6" apart ✓

Particulars of Gangways, Lifelines, etc.:—

none, (2 seamm in Fide remainder in Poop, firemen in Bridge.)

A manila lifeline fitted across hatches in forward well.

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 R.Q.D.	81'-3" ✓	4'-0"	3'-0" x 1'-6"	4	18 sq ✓	16.25 sq
Forward Well	94'-0" ✓	4'-3"	3'-0" x 1'-8"	4	20 sq ✓	18.8 sq

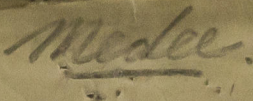
State position of each freeing port ... } After Well:— 6'-0", 25'-9", 47'-9" + 67'-9" from Bridge overhang. 15" above dk.
 (F. and A. position and height above deck edge) } Forward Well:— 6'-6", 30'-6", 54'-6" + 78'-3" from Bridge front
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—
 R.Q.D. 5 fitted with hinged steel shutters, 3 fitted with 3 horiz^l rods.
 Additional area where sheer is less than standard. fore well fitted with 3 horiz^l rods.

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	38 ✓	34 ✓	3 1/2" x 3 x 38 ✓	24" ✓	—	see poop companion ✓	—	7'-3" ✓
Raised Quarter Deck Bulkhead	32 ✓	30 ✓	3 x 3 x 32 ✓	30" ✓	—	—	—	—
Bridge, After Bulkhead	32 ✓	30 ✓	3 x 3 x 32 ✓	30" ✓	—	1 e 18" dia ✓	—	7'-6" ✓
Bridge, Forward Bulkhead	40 ✓	36 ✓	not accessible.	—	—	2 e 10" dia ✓	—	7'-6" ✓
Forecastle Bulkhead	open forecastle. ✓	—	—	—	—	—	—	—
Trunk, Aft	—	—	—	—	—	—	—	—
Trunk, Forward	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Superstructure Decks	38 ✓	34 ✓	not accessible.	28" ✓	—	BR 4'-7" x 1'-11" (2) ✓	16" ✓	7'-0" ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	—	—	—	—	—	FR 4'-7" x 1'-11" (1) ✓	18" ✓	—
Deckhouses on Flush Deck Ships	—	—	—	—	—	—	—	—

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

Poop Bulkhead	see poop companion. ✓
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	Above R.Q.D. 1 18" dia light & 2 x 10" dia. efficiently constructed. no deadlights. ✓
Bridge, Forward Bulkhead	✓ Intact.
Forecastle Bulkhead	✓ Open.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	—
Exposed Machinery Casings on Superstructure Decks	—
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged steel doors, manipulated from both sides. ✓
Deckhouses on Flush Deck Ships	—

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Timber assignment not required.

Timber assignment not required.

Blyth S.B. & D.D. Co. Ltd.

Names of sister ships

G. Lamy & Cie. Societe Navale Caennaise

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Received by me