

DISCLOSED SECTION  
Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.Index No. 27946  
(For London Office only.)NO. 436  
FEB

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Antwerp</u>	
having <u>Bridge</u> <u>Roof</u> <u>Gangway</u> <u>Forecastle</u>					Date of Survey <u>27<sup>th</sup> January 1933</u>	
(Type of Superstructures.)					Name of Surveyor <u>G. J. Letae</u>	
Ship's Name <u>GIRONDE</u>		Nationality and Port of Registry <u>Belgian - ANтверп</u>	Official Number <u>1754</u>	Gross Tonnage <u>1891</u>	Date of Build <u>1920-11</u>	
Moulded Dimensions: Length <u>250'</u>		Breadth <u>38'00"</u>	Depth <u>22'3"</u>	1891		
Moulded displacement at moulded draught = 85 per cent. of moulded depth				<u>4164</u> tons		
Coefficient of fineness for use with Tables <u>811</u>						
Particulars of Classification <u>+100 A. 1. 31.</u>					<u>22 Oct. No 2. 29.</u>	

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<u>22'25"</u>	(a) Where D is greater than Table depth (D-Table depth) R = $(22'29" - 16'67") \times 1.923 = +10'81"$		Moulded Breadth (B)	<u>38'00"</u>
Stringer plate ...	<u>04'</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50} =$	<u>9.12</u>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam =	<u>9.50</u>
Depth for Freeboard (D) =	<u>22'29"</u>			Difference	<u>+0.38</u>
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) =$	$\frac{.38}{4} \left( 1 - \frac{.5676}{.4324} \right) = -.05$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poep enclosed ...	<u>23.03</u>	<u>23.03</u>	<u>7.0</u>		<u>23.03</u>	Standard Height of Superstructure <u>6.00</u>
" overhang ...	<u>1.56</u>					" " R.Q.D. <u>—</u>
R.Q.D. enclosed ...						Deduction for complete superstructure <u>31.00</u>
" overhang ...						Percentage covered $\frac{S}{L} =$ <u>44.29%</u>
Bridge enclosed...	<u>52.50</u>	<u>52.50</u>	<u>7.0</u>		<u>52.50</u>	" " $\frac{S_1}{L} =$ <u>43.24%</u>
" overhang aft ...	<u>5.00</u>	<u>3.75</u>			<u>3.75</u>	" " $\frac{E}{L} =$ <u>43.24%</u>
" overhang forward	<u>2.95</u>	<u>1.37</u>			<u>1.37</u>	Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed ...	<u>27.44</u>	<u>27.44</u>	<u>7.5</u>		<u>27.44</u>	Percentage from Table, Line B. (corrected for absence of forecastle (if required))
" overhang ...						Interpolation for bridge less than 2L (if required)
Trunk aft ...						Deduction = <u>31.00</u> $\times$ <u>30.25</u> = <u>9.38</u>
" forward ...						
Tonnage opening aft ...						
" " forward						
Total ...	<u>110.42</u>	<u>108.09</u>			<u>108.09</u>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<u>35.00</u>	1		<u>35.00</u>	<u>35.00</u>	<u>35.00</u>	1		<u>35.00</u>	Mean actual sheer aft = <u>Deficient</u>
$\frac{1}{4}$ L from A.P. ...	<u>15.57</u>	4		<u>62.28</u>	<u>15.57</u>	<u>15.21</u>	4		<u>60.84</u>	Mean actual sheer forward = <u>Deficient</u>
$\frac{2}{4}$ L " ...	<u>3.85</u>	2		<u>7.70</u>	<u>3.85</u>	<u>3.79</u>	2		<u>7.58</u>	Mean standard sheer forward
Amidships ...	<u>—</u>	4		<u>—</u>	<u>—</u>	<u>—</u>	4		<u>—</u>	Length of enclosed superstructure forward of amidships = <u>20.06</u>
$\frac{3}{4}$ L from F.P. ...	<u>7.70</u>	2		<u>15.40</u>	<u>7.70</u>	<u>7.59</u>	2		<u>15.18</u>	" " aft of " = <u>32.44</u>
$\frac{1}{4}$ L " ...	<u>31.15</u>	4		<u>124.60</u>	<u>31.15</u>	<u>30.41</u>	4		<u>121.64</u>	
F.P. ...	<u>70.00</u>	1		<u>70.00</u>	<u>70.00</u>	<u>70.00</u>	1		<u>70.00</u>	
Total ...				<u>314.98</u>					<u>310.24</u>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{314.98}{18} \left( .75 - \frac{.5286}{.2214} \right) = (+) .14$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 22'29"  
Summer freeboard = 3'08"  
Moulded draught (d) = 19'21"

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 4'80" = 4'4"

## 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 ...	<u>10.81</u>	<u>—</u>
Deduction for superstructures ...	<u>—</u>	<u>9.38</u>
Sheer correction ...	<u>14</u>	<u>—</u>
Round of Beam correction ...	<u>—</u>	<u>.05</u>
Correction for Thickness of Deck amidships ...	<u>—</u>	<u>—</u>
Other corrections, scantlings, etc. ...	<u>—</u>	<u>—</u>
	<u>10.95</u>	<u>9.43</u>

Summer Freeboard = 36.93

## 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									
Description of Hatchway		N°1	N°2	N°3	N°4	Coal	Side	Side	Side
Dimensions of Hatchway		22'11" x 14'6"	27'5" x 14'4"	22'5" x 14'0"	22'5" x 14'5"	4'6" x 10'8"	4'10" x 2'5"	10'5" x 2'6"	4'5" x 4'0"
COAMINGS	Height above Deck	36"	36"	36"	36"	36"	36"	36"	36"
	Thickness	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"
	Sides	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"
	Stiffeners	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"	2" x 3" x 1/2"
HATCH BEAMS	Number	4	5	4	4	4	4	4	4
	Spacing	4'7"	5'6"	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"
	Scantling and Sketch	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"
	Bearing Surface	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"
FORE AND AFTERS	Number	4	5	4	4	4	4	4	4
	Spacing	4'7"	5'6"	4'6"	4'6"	4'6"	4'6"	4'6"	4'6"
	Unspaced Lengths	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"
	Scantling and Sketch	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"
HATCH COVERS	Material	Wood	Wood	Wood	Wood	Wood	Wood	Wood	Wood
	Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"
	How fitted	One and Aft	One and Aft	One and Aft	One and Aft	One and Aft	One and Aft	One and Aft	One and Aft
	Bearing Surface	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"	2" x 11" x 1/2"
Spacing of Cleats		3	3	3	3	3	3	3	3
Number of Tarpaulins		3	3	3	3	3	3	3	3

Particulars of fiddle, funnel and ventilator coamings:—  
 2 ventilators 24" dia. to Boiler Room.  
 2 " 15" dia. 28" canopy x 32" to E.R.  
 Engine Room steel skylights with flap covers and hull's eye.  
 All fiddle openings are provided with hinged steel covers.  
 Top of fiddle 7'6" above Bridge Deck.

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—  
 On the Poop Deck aft, to Crew's Accommodation.  
 Steel Companionway riveted to steel deck.  
 Opening on after side 4'2" x 3'6" sill 15" above wood deck.  
 Double hinged steel door with ordinary lock.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—  
 On Forecastle Deck: 1 off 12" dia x 33" canopy x 32". On after well: 1 off 15" dia x 28" canopy x 36".  
 On Poop Deck: 1 off 15" x 28" x 36". On Poop Deck: 1 off 15" x 33" x 32".  
 On Forewell: 2 off 15" on top of service ports. On Poop Deck: 1 off 8" x 33" x 30".  
 All ventilators are provided with wood plugs and canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—  
 On Fore Deck: 1 steel pipe 5" dia x 36" high.  
 On Poop Deck: 1 steel pipe 3" x 18".  
 Canvas covers provided as means of closing the openings.

Particulars of Gangway Cargo and Coaling Ports:—

GIRONDE

Particulars of Scuppers and Sanitary Discharge Pipes:— One discharge pipe each side from side houses fore and aft Poop, fitted with storm valves on ship's side. Opening above the Freeboard Deck.

Particulars of Side Scuttles: 9" scuttles in Poop and Fore with steel covers permanently attached.

Particulars of Guard Rails:—  
 On Fore Deck: 1 1/2" tube, 2 1/2" x 1/2" bar, 1 1/2" tube, 2 1/2" x 1/2" bar.  
 On Poop Deck: 1 1/2" tube, 2 1/2" x 1/2" bar, 1 1/2" tube, 2 1/2" x 1/2" bar.

Particulars of Gangways, Lifelines, etc.:—

Manilla lifelines fitted on both sides of ship in forward and after 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	70' 00"	48"	27" x 22"	4	16.50 sq ft	14.07 sq ft
Forward Well	79' 50"	48"	27" x 22"	4	16.50 sq ft	15.50 sq ft

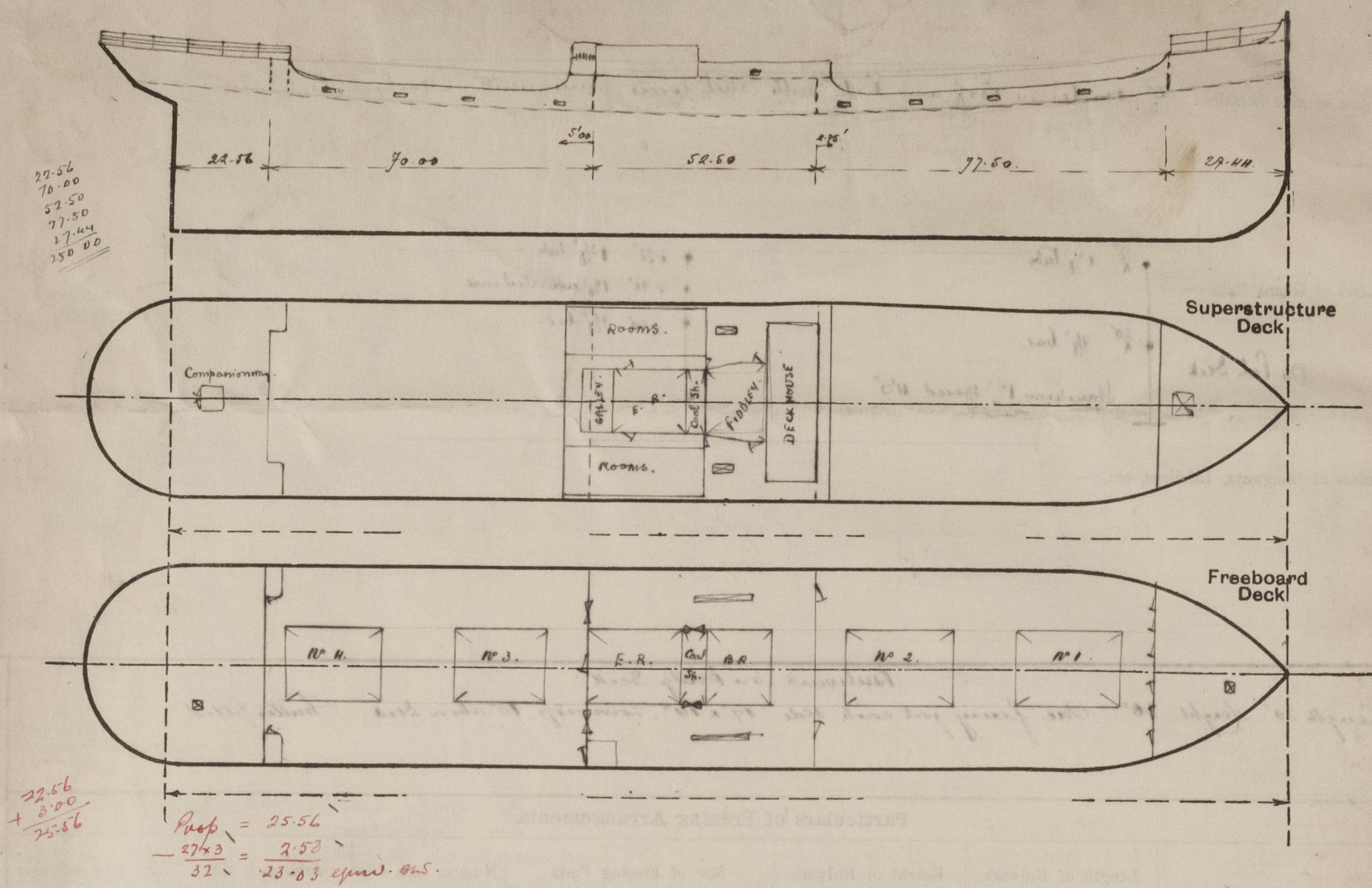
State position of each freeing port (F. and A. position and height above deck edge):  
 After Well: 16.22.27.25. Poop front aft. 10. Bridge after BMD aft. 28" lower edge 13" above deck.  
 Forward Well: 61.78.24. Bridge BMD aft. 59. Fore front aft. 91.  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Fitted with balanced shutters. One bar 3/4" across.  
 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	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Raised Quarter Deck Bulkhead	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Bridge, After Bulkhead	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Bridge, Forward Bulkhead	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Forecastle Bulkhead	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Trunk, Aft	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Trunk, Forward	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Exposed Machinery Casings on Superstructure Decks	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"
Deckhouses on Flush Deck Ships	38"	36"	1 1/2" x 3" x 30"	30"	✓	54" x 24"	18"	7' 0"

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	Side Houses - Hinged steel doors with ordinary locks.
Raised Quarter Deck Bulkhead	A. To Bridge Space. 5" stiffeners trans. in riveted channels. full height of the opening. B. To Engine Room. Hinged steel door with ordinary lock.
Bridge, After Bulkhead	C. To Companionway. Hinged steel door with ordinary lock.
Bridge, Forward Bulkhead	Hinged steel doors, with 3 clips at sides, top & bottom, closed from fore well.
Forecastle Bulkhead	Hinged steel doors with ordinary locks or padlocks.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Hinged steel doors manipulated from both sides to Piddley.
Exposed Machinery Casings on Superstructure Decks	1 1/2" wood doors, with ordinary lock, in alleyway to E.R.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Hinged To Coal Sheds. Steel doors, hinged at bottom, with 3 clips each side, closed from Poop Deck.
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:— The vessel has been examined afloat and in drydock and

a part of the Special Survey No. 3. is being carried out now.

Particulars of displacement and tons per inch. have been requested from the Builders and will be forwarded when received.

*H. Letas*

Builder's name and yard number *Antwerp Engineering Co. Ltd., Hoboken.*

Names of sister ships

Owners *C<sup>e</sup> National Belge de Transports Maritimes.*

Fee £ *Res. 1800.-* : *20/6/33.* Received by me



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