

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

23 MAY 1932

Index. No. 18204  
(For London Office only.)28026  
363

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having Pop. Bridge & Forecastle.

(Type of Superstructures.)

Ship's Name <b>"LONDONIER"</b>	Nationality and Port of Registry <u>Belgian Japan</u> <u>Antwerp</u>	Official Number <u>5355</u>	Gross Tonnage <u>1919-10</u>	Date of Build <u>1919-10</u>
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Moulded Dimensions: Length 399.5 ✓ Breadth 52.0 ✓ Depth 31.0 ✓  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 12080 tons  
Coefficient of fineness for use with Tables .772 ✓

Port of Survey Antwerp  
Date of Survey 18 & 19<sup>th</sup> May 1932.  
Name of Surveyor W. E. Wray.  
Particulars of Classification 100A1 2-31  
S.S. Rot. No. 28

<b>Depth for Freeboard (D)</b> Moulded depth ... .. <u>31.0</u> ✓ stringer plate ... .. <u>.04</u> ✓ Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ ✓ Depth for Freeboard (D) = <u>31.04</u> ✓	<b>Depth correction</b> (a) Where D is greater than Table depth (D-Table depth) R = $(31.04 - 26.63) 3.00$ $= +13.23$ ✓ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓ If restricted by superstructures ✓	<b>Round of Beam correction</b> Moulded Breadth (B) <u>52.00</u> Standard Round of Beam = $\frac{B \times 12}{50} = 12.48$ ✓ Ship's Round of Beam = <u>13</u> ✓ Difference <u>.52</u> ✓ Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.52}{4} \times .4973 = -.06$ ✓
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	<u>49.25</u>	<u>49.25</u>	<u>7'-11 1/2"</u>		<u>49.25</u>
" overhang ... ..	<u>.25</u>	<u>.12</u>			<u>.12</u>
R.Q.D. enclosed ... ..	✓				
" overhang ... ..	✓				
Bridge enclosed... ..	<u>112.75</u>	<u>112.75</u>	<u>7'-11 1/2"</u>		<u>112.75</u>
" overhang aft ... ..	<u>.25</u>	<u>.19</u>			<u>.19</u>
" overhang forward	<u>.25</u>	<u>.12</u>			<u>.12</u>
F'cle enclosed ... ..	<u>38.25</u>	<u>38.25</u>	<u>7'-11 1/2"</u>		<u>38.25</u>
" overhang ... ..	<u>.25</u>	<u>.12</u>			<u>.12</u>
Trunk aft ... ..	✓				
" forward ... ..	✓				
Tonnage opening aft ...	✓				
" " forward	✓				
Total ... ..	<u>201.25</u>	<u>200.80</u>			<u>200.80</u>

Standard Height of Superstructure 7.5  
" " R.Q.D. ✓  
Deduction for complete superstructure 41.96  
Percentage covered  $\frac{S}{L} = 50.38\%$  ✓  
" "  $\frac{S_1}{L} = 50.27\%$  ✓  
" "  $\frac{E}{L} = 50.27\%$  ✓  
Percentage from Table, Line A.  
(corrected for absence of forecastle (if required))  
Percentage from Table, Line B. 36.27 ✓  
(corrected for absence of forecastle (if required))  
Interpolation for bridge less than 2L (if required)  
Deduction =  $41.96 \times .3627 = -15.22$  ✓

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>49.95</u>	1		<u>49.95</u>	<u>60"</u>	<u>60.00</u>	1		<u>60.00</u>
1/6 L from A.P. ...	<u>22.22</u>	4		<u>88.88</u>	<u>26 1/4"</u>	<u>26.07</u>	4		<u>104.28</u>
2/6 L " ... ..	<u>5.50</u>	2		<u>11.00</u>	<u>8 1/2"</u>	<u>6.52</u>	2		<u>13.04</u>
Amidships ... ..	✓	4		✓	✓	✓	4		✓
2/6 L from F.P. ...	<u>10.99</u>	2		<u>21.98</u>	<u>16"</u>	<u>13.03</u>	2		<u>26.06</u>
1/6 L " ... ..	<u>44.45</u>	4		<u>177.80</u>	<u>52 1/2"</u>	<u>52.13</u>	4		<u>208.52</u>
F.P. ... ..	<u>99.90</u>	1		<u>99.90</u>	<u>120"</u>	<u>120.00</u>	1		<u>120.00</u>
Total ... ..				<u>449.51</u>					<u>531.90</u>

Mean actual sheer aft = Excess  
Mean standard sheer aft  
Mean actual sheer forward = Excess  
Mean standard sheer forward  
Length of enclosed superstructure forward of amidships =  $\frac{62.00}{399.5} = .155$  ✓  
" " aft of " =  $\frac{50.75}{399.5} = .127$  ✓  
Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{82.39}{18} \left( .75 - .2519 \right) = -2.28$  ✓  
If limited on account of midship superstructure. ✓  
If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 31.04 ✓  
Summer freeboard = 5.99 ✓  
Moulded draught (d) = 25.05 ✓

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 6.26 ✓

Addition for Winter North Atlantic Freeboard (if required) = ✓

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 11496$  ✓

Tons per inch immersion at summer load water line

$T = 40.57$  ✓

Deduction =  $\frac{\Delta}{40T}$  inches

= 7.08 ✓

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.772 + .68}{1.36} = \frac{1.452}{1.360}$

	+	-
Depth Correction ... ..	<u>13.23</u>	-
Deduction for superstructures ... ..	-	<u>15.22</u>
Sheer correction ... ..	-	<u>2.29</u>
Round of Beam correction... ..	-	<u>.06</u>
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc. ... ..	-	-
	<u>13.23</u>	<u>17.56</u>

Summer Freeboard = 71.83

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

Tropical Fresh Water Line above Centre of Disc ...	<u>13.34</u> = <u>339"</u>	Tropical Fresh Water Freeboard ...	<u>58.49</u> = <u>1.485</u> "
Fresh Water Line " " ...	<u>7.08</u> = <u>180</u> "	" Fresh Water " " ...	<u>64.75</u> = <u>1.644</u> "
Tropical Line " " ...	<u>6.26</u> = <u>159</u> "	" Tropical " " ...	<u>65.57</u> = <u>1.665</u> "
Winter Line below " " ...	<u>6.26</u> = <u>159</u> "	" Winter " " ...	<u>78.09</u> = <u>1.983</u> "
Winter North Atlantic Line " " ...	✓	" Winter North Atlantic " " ...	✓

28 MAY 1932

MARKING FORM  
20 FEB 1939  
RECEIVED

MARKING FORM  
20 JUN 1936  
RECEIVED

MARKING FORM  
RECEIVED - 1 MAY 1933



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway		ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck	ON Fore Deck
Dimensions of Hatchway		No 1	No 2	No 3	No 4	No 5	No 6	No 7	No 8	No 9	No 10
COAMINGS	Height above Deck	32"	32"	32"	32"	32"	32"	32"	32"	32"	32"
	Thickness	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"	1/4"
	Stiffeners	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2	10x3/4x1/2
	Stiffeners, Stays	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2	2x3/4x1/2
HATCH BEAMS	Number	6	6	6	6	6	6	6	6	6	6
	Spacing	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"	4'-8"
	Scantling and Sketch	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"	Plate 18"x36"
	Bearing Surface	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"	3/4"
FORE AND AFTERS	Number	None	None	None	None	None	None	None	None	None	None
	Spacing	None	None	None	None	None	None	None	None	None	None
	Unsupported Lengths	None	None	None	None	None	None	None	None	None	None
	Scantling and Sketch	None	None	None	None	None	None	None	None	None	None
HATCH COVERS	Material	Wood	Wood	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"	2 1/2"	2 1/2"
	How fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted	Fitted
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Spacing of Cleats		24"	24"	24"	24"	24"	24"	24"	24"	24"	24"
Number of Tarpaulins		3	3	3	3	3	3	3	3	3	3

Particulars of fiddle, funnel and ventilator coamings:—

2 Large Ventilators to Boiler Room. Mechanically worked.  
Boiler Room Gratings with Hinged Steel Storm Covers.  
Steel Engine Room Skylight with Hinged Flaps & bolts.  
2 Ventilators to Engine Room 20" dia.

Particulars of Flush Bunker Scuttles:— None.

Particulars of Companionways:— One on Poop Deck



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

ON Fore Deck				ON Fore Deck				ON Bridge Deck				ON After Deck				ON Poop Deck			
No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick
2	17	30	35	6	17 1/2	3-6	38	2	17 1/2	3-6	38	6	17 1/2	3-6	38	2	17 1/2	3-6	38
2	17 1/2	30	35					2	17 1/2	3-6	38					5	17 1/2	3-6	38
1	9	19	25					1	12	19	25								
3	8	10	25					1	5 1/2	19	25								
1	6	7 1/2	35																

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

ON Fore Deck				ON Fore Deck				ON Bridge Deck				ON After Deck				ON Poop Deck			
No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick	No	Dia	HC of Coaming	Thick
1	16 F.P.	H=11 1/2"		2 1/2 No 2 D.B.	H=17 3/8"			2 1/2 B.R. tank	H=19"			3 1/2 B.R. tank	H=28 1/2"			1 1/2 A.P.T.	H=15"		
1	No 1 D.B.	H=14 3/4"						2 1/2 ER	H=23 1/2"										

Particulars of Gangway Cargo and Coaling Ports:— None.

Particulars of Scuppers and Sanitary Discharge Pipes — Sidel.

Particulars of Side Scuttles:—

10 P.S. in Poop. Scuttles fitted.

Particulars of Guard Rails:—

It is stated that ordinary Hump ropes are rigged up on Fore & after decks as necessary in heavy weather. Same attached to Poop, Fore & Bridge Deck ladders & to any Ventilation as are handy. No special fittings provided.

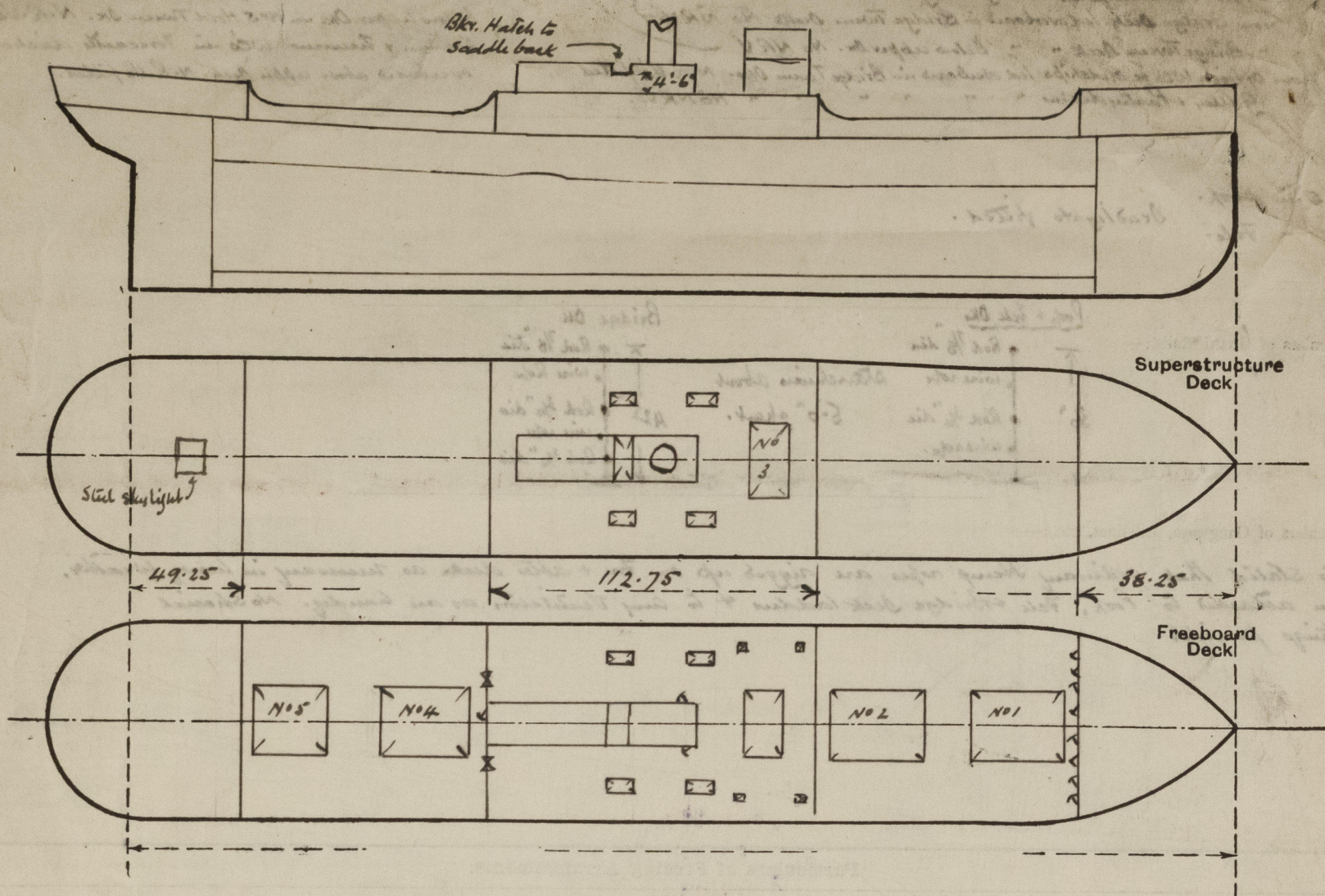
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	99'-6"	3'-7"	3'-6" x 1'-6"	4	21.00	19.9 f
Forward Well	99-9	3-7 1/2	3'-6" x 1'-6 1/2	4	21.25	19.95 f

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	Plated horizontally	40	6x3 1/2x40	29"	None	2'-5 1/2" x 2'-1"	18"	7-11 1/2
Raised Quarter Deck Bulkhead	✓							
Bridge, After Bulkhead	Do	35	3 1/2x3 1/2x40	32	Do	4'-11 1/2" x 2'-11 1/2"	19"	7-11 1/2
Bridge, Forward Bulkhead	Do	35	3 1/2x3 1/2x40	27x31	Skts. 6x4x40	4'-6" x 2'-6"	28"	7-11 1/2
Forecastle Bulkhead	Do	32	3 1/2x3 1/2x40	34	None	5'-0" x 2'-0"	18"	7-11 1/2
Trunk, Aft	✓							
Trunk, Forward	✓							
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	✓							
Exposed Machinery Casings on Superstructure Decks	40	35	3x3 1/2x30	36	alt. b.r.s. at top	5'-1 1/2" x 2'-0"	18"	7-6"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	39x45	35	0	30	none at bottom	5'-4 1/2" x 2'-0"	17"	7-11 1/2
Deckhouses on Flush Deck Ships	✓							

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	2 Hinges Steel door. Can be opened from both sides.
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	2 Hinges 4'-11 1/2" x 2'-11 1/2" with Storm bands full height in Riveted Channel. Can be opened from both sides.
Bridge, Forward Bulkhead	1 Hinged Steel door to Engine Room. Can be opened from both sides.
Forecastle Bulkhead	8 Hinged Steel doors to W.C.s, Lamp & Paint Room & Forecastle 5'-0" x 2'-0" with ordinary door latch with lock & key.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	✓
Exposed Machinery Casings on Superstructure Decks	1 P.S. to E Room & 1 P.S. to B.R. Room. Can be opened from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	1 P.S. to B.R. Room from B.R. Room deck. Only door latch. Open from both sides.
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:—

*Vessel examined afloat & in dry dock.*

*Special Survey No 3 practically completed. will be completed when ship returns to this Port.*  
*For particulars of Displacement - 40 see brown letter attached*

Summit molded 25.05  
 Keel. 1.23  
 25.28

$\Delta @ 26$  11,850  
 25 11,350  
 500

$\Delta @ 25.28 = 11,350$   
 140  
 11490

*Vee Vee  
 Mot's Carline  
 From Peter Co.*

Builder's name and yard number

Names of sister ships

Owners

Fee *Frames 3300*

Received by me

Tax 14.40

*Mc rendered 21/5/34*



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