

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index. No. **29368**  
(For London Office only.)

21 JAN 1933

8.089.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

Having Roop, Bridge & Newcastle Port of Survey Marseilles

Ship's Name Nicole Schiaffino (Type of Superstructures.) align Date of Survey 16 1 33

Nationality and Port of Official Number French Marseilles Gross Tonnage 4974 Date of Build 1920-11

Moulded Dimensions: Length 385.6 Breadth 52.29 Depth 28'-6"

Moulded displacement at moulded draught = 85 per cent. of moulded depth 10829 tons

Coefficient of fineness for use with Tables 776

Name of Surveyor W. H. Waggott

Particulars of Classification +100 A1

S.S. No. 228

Depth for Freeboard (D) Moulded depth ... .. 28'-6"

Stringer plate ... .. .04

Sheathing on exposed deck  $T \left( \frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 28.54

Depth correction (a) Where D is greater than Table depth (D-Table depth) R = (28.54-25.71) 2.966 = + 8.39"

(b) Where D is less than Table depth (if allowed) (Table depth-D) R =

If restricted by superstructures

Round of Beam correction Moulded Breadth (B) 52.29'

Standard Round of Beam =  $\frac{B \times 12}{50} = \frac{12.55}{50}$

Ship's Round of Beam = 13 1/4"

Difference .70"

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.70}{4} \times .4578 = -.08"$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>35'-9"</u>	<u>35.75</u>	<u>8'-0"</u>	-	<u>35.75</u>
" overhang ...					
R.Q.D. enclosed ...					
" overhang <u>Forward</u> <u>21'-3"</u>	<u>21'-3"</u>	<u>10.62</u>			<u>10.62</u>
Bridge enclosed <u>middle</u> <u>112'-7 1/2"</u>	<u>112'-7 1/2"</u>	<u>112.62</u>	<u>8'-0"</u>		<u>112.62</u>
" overhang <u>after</u> <u>21'-3"</u>	<u>21'-3"</u>	<u>10.62</u>			<u>10.62</u>
" overhang forward					
F'cle enclosed ...	<u>42'-1 1/2"</u>	<u>35.94</u>	<u>7'-8" 7'-3"</u>		<u>35.94</u>
" overhang ...	<u>6.18</u>	<u>3.53</u>	<u>+2 1/2" Wood</u>		<u>3.53</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	<u>232.99</u>	<u>209.08</u>			<u>209.08</u>

Standard Height of Superstructure 7.356

" " R.Q.D.

Deduction for complete superstructure 41.04

Percentage covered  $\frac{S}{L} = 60.43\%$

" "  $\frac{S_1}{L} = 54.22\%$

" "  $\frac{E}{L} = 54.22\%$

Percentage from Table, Line A. (corrected for absence of forecastle (if required))

Percentage from Table, Line B. 40.22%

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = 41.04 x .4022 = - 16.51"

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
...	<u>48.56</u>	1		<u>48.56</u>	<u>36</u>	<u>36.00</u>	1		<u>36.00</u>
from A.P. ...	<u>21.61</u>	4		<u>86.44</u>	<u>7</u>	<u>3.40</u>	4		<u>13.60</u>
" ...	<u>5.34</u>	2		<u>10.68</u>	<u>16</u>		2		
ships ...		4			<u>0</u>		4		
from F.P. ...	<u>10.68</u>	2		<u>21.36</u>	<u>7.5</u>	<u>0.20</u>	2		<u>0.40</u>
" ...	<u>43.22</u>	4		<u>172.88</u>	<u>30</u>	<u>25.40</u>	4		<u>101.60</u>
F.P. ...	<u>97.12</u>	1		<u>97.12</u>	<u>96</u>	<u>96.00</u>	1		<u>96.00</u>
Total ...				<u>437.04</u>					<u>247.60</u>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{189.44}{18} \left( .75 - .3021 \right) = + 4.71"$

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 =	<u>28.54</u>
Summer freeboard =	<u>5.69</u>
Moulded draught (d) =	<u>22.85</u>

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 5.71" = 145

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 10220$

Tons per inch immersion at summer load water line

$T = 40$

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

=  $\frac{10220}{1600} = 6.39" = 162$

TABULAR FREEBOARD

Correction for coefficient

$\frac{.68 + .776}{1.36} = \frac{1.456}{1.36}$

Depth Correction ... .. 8.39

Deduction for superstructures ... .. 16.51

Sheer correction ... .. 4.71

Round of Beam correction ... .. .08

Correction for Thickness of Deck amidships ... ..

Other corrections, scantlings, etc. ... ..

Summer Freeboard = 68.33

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

Tropical Fresh Water Line above Centre of Disc ...	<u>307</u>	Tropical Fresh Water Freeboard ...	<u>1429</u>
Fresh Water Line " " ...	<u>162</u>	Fresh Water " " ...	<u>1574</u>
Tropical Line " " ...	<u>145</u>	Tropical " " ...	<u>1591</u>
Winter Line below " " ...	<u>145</u>	Winter " " ...	<u>1881</u>
Winter North Atlantic Line " " ...		Winter North Atlantic " " ...	

25 JAN 1933

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18 MAY 1933  
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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	...	...	No 1	No 2	on Bridge	No 3	No 4	No 5		
Dimensions of Hatchway	...	...	25' 6" x 20' 3"	25' 6" x 20' 3"	12' 9" x 10' 0"	25' 6" x 20' 3"	25' 6" x 20' 3"			
COAMINGS	Height above Deck	...	30"	as	30"	as	as			
	Thickness	...	50	as	44	as	as			
	Sides	...	44	as	44	as	as			
	Stiffeners	...	3/8" x 3" x 50	No 1	3/8" x 3" x 50	No 1	No 1			
HATCH BEAMS	Brackets, Stays	...	12" from Top		10" from Top					
	Number	...	4	4	4	4	4			
	Spacing	...	5' 6" 1"	as	6' 4"	as	as			
	Scantling and Sketch	...	18" x 36" L <sup>5</sup> 4 x 3 x 44	No 1	18" x 32" L <sup>5</sup> 3 x 3 x 40	No 1	No 1			
FORE AND AFTERS	Bearing Surface	...	3 3/4"	3 3/4"	3"	3 3/4"	3 3/4"			
	Number	...								
	Spacing	...								
	Unsupported Lengths	...								
HATCH COVERS	Scantling* and Sketch	...								
	Bearing Surface	...								
	Material	...	Pine	as	as	as	as			
	Thickness	...	2 1/2"	as	as	as	as			
FORE AND AFTERS	How fitted	...	F.A.	No 1	No 1	No 1	No 1			
	Bearing Surface	...	2 3/4"	as	as	as	as			
	Spacing of Cleats	...	2 ft	as	as	as	as			
	Number of Tarpaulins	...	3	as	as	as	as			
*Are wood fore and afters steel shod at all bearing surfaces? <i>none</i> Are battens and wedges efficient and in good condition? <i>yes</i> Are tarpaulins in good condition and in accordance with rule requirements? <i>yes</i> Are lashings provided in accordance with rule requirements? <i>yes</i>										

Particulars of fiddle, funnel and ventilator coamings:—

Stokehold gratings covered by strong steel hinged covers  
 Fiddle, funnel apertures in efficient condition  
 Engine Room skylights of steel & strongly constructed

Particulars of Flush Bunker Scuttles:—

— none —

Particulars of Companionways:—

1 steel companion 3 ft 10" x 4 ft 6" x 6 ft high on fore deck  
 leading to fore-castle passage way. Door of hard wood, hinged 1 1/2"  
 sill 12" locks, operated both sides

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

Deck	No	Height	Dia	Coaming	to fore	No 2 Well	Height	Dia	Coaming	No 2 Hood
Fore	1	2' 6"	10"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	2	2' 6"	12"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	3	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	4	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
Fore Bridge	2	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	2	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	1	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	

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

Deck	No	Height	Dia	Coaming	to fore	No 2 Well	Height	Dia	Coaming	No 2 Hood
Fore	1	2' 6"	10"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
Fore Bridge	4	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	3	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
No 2 Well	2	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
Bridge	4	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	3	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	2	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	
	1	2' 6"	14"	8/20	to fore	2' 6"	14"	7/20	No 2 Hood	

Particulars of Gangway Cargo and Coaling Ports:—

— none —



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Particulars of Scuppers and Sanitary Discharge Pipes:—

1, 2, 3 & 4 well (2P+2S) each well - scuppers 6" x 4" through gunwale bar  
 5th well Bridge 8 scuppers: (2P+2S) 3" Dia. plugged at inner end through DH  
 Bridge space ~~2P+2S~~ 3"  
 Fore: 2 sanitary discharges (1P+1S) 6" Dia valve Below F.B.D.  
 6 wash " (3P+3S) 2 1/2"

Bridge: 3 sanitary Dis. (1P+2S) 6" above F.B.D. valve  
 2 wash " (1P+2S) 5" " " "  
 poop 3 " (1P+2S) 2 1/2 " " " "

Particulars of Side Scuttles:—

no side scuttles below the freeboard Deck.  
 Side scuttles to crew's space in fore-castle Bridge  
 provided with suitable deadlights  
 all scuttles of substantial construction

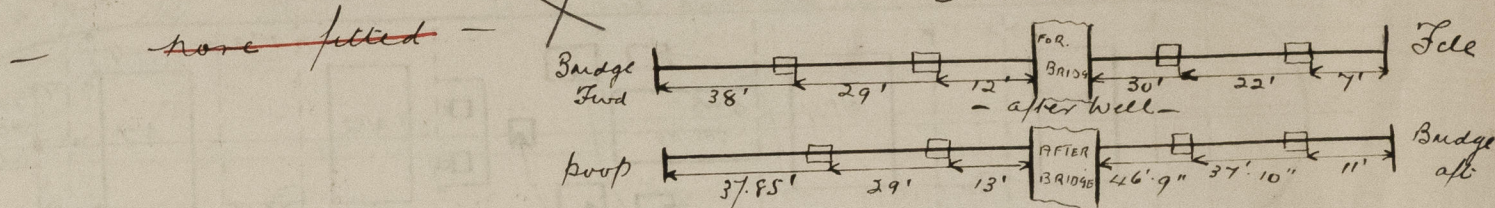
Particulars of Guard Rails:—

Fore, Bridge poop: Guard Rails 3ft 3" High 4ft 4" apart 3 Rails  
 Bulwarks in wells: 4ft 6" High efficiently constructed & supported

Particulars of Gangways, Lifelines, etc.:—

*Suitable provision is made  
 for rigging lifelines*

— Freeing Ports —  
 - Fore 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
FWD of AFTER BRIDGE	46.75'	4 ft 6"	3 ft x 2 ft	4	12 $\phi$	11.2 $\phi$
After Wells ... ..	37.85'				12 $\phi$	10.3 $\phi$
AFT. " " "	30.00'	4 ft 6"	3 ft x 2 ft	4	12 $\phi$	9.5 $\phi$
FWD of FORD "	38.00'				12 $\phi$	10.3 $\phi$
Forward Wells ... ..						
AFT " " "						
State position of each freeing port ... .. } After Well:—						
(F. and A. position and height above deck edge) } 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.						

2 Rails Vertically

18" above Dh

Round at Corner

See sketch

2 Rails Vertically  
 18" above DH  
 Round at Corners

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 ...	8/20	9/20	6" x 3" x .40	30"	Top & Bottom Brackets	5ft x 5ft	17"	8'-0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ...	8/20	9/20	BA not obtainable	30"	Top & Bottom Brackets	5ft 4" x 5ft 4"	13"	8'-0"
Bridge, Forward Bulkhead ...	9/20	9/20	8" x 4" x .50	30"	Top & Bottom Brackets	5ft 4" x 5ft 4"	13"	8'-0"
Fore-castle Bulkhead ...	8/20	8/20	4" x 3" x .35	36"	none	4ft 8" x 2ft 4ft 8" x 2ft 6ft x 2ft	16"	6' 7.3"
Trunk, Aft ...								
Trunk, Forward ...								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	7/20	7/20	3 1/2" x 3" x .35	30"	none	5ft x 3ft 5ft 4" x 2ft	17"	8'-0"
Exposed Machinery Casings on Super-structure Decks ...	7/20	7/20	3 1/2" x 3" x .35	30"	—	no openings		
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...								
Deckhouses on Flush Deck Ships ...								

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

Poop Bulkhead ...	2 openings, with 2 steel hinged doors for each opening, 8 carriage handles in each door, 14" apart, operated one side
Raised Quarter Deck Bulkhead ...	2 openings, with 2 steel hinged doors for each opening, 8 carriage handles in each door, 14" apart, operated one side
Bridge, After Bulkhead ...	3 openings with 2 steel hinged doors for each opening, 8 carriage handles in each door, 14" apart, operated one side
Bridge, Forward Bulkhead ...	4 openings, hard wood hinged doors 1 1/2" operated both sides locks
Fore-castle Bulkhead ...	2 " " steel hinged doors, operated both sides locks
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	2 openings, with 2 steel hinged doors for each opening, operated both sides, locks
Exposed Machinery Casings on Super-structure Decks ...	2 " " steel hinged doors to E.R., operated both sides, locks
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ...	no openings
Deckhouses on Flush Deck Ships ...	



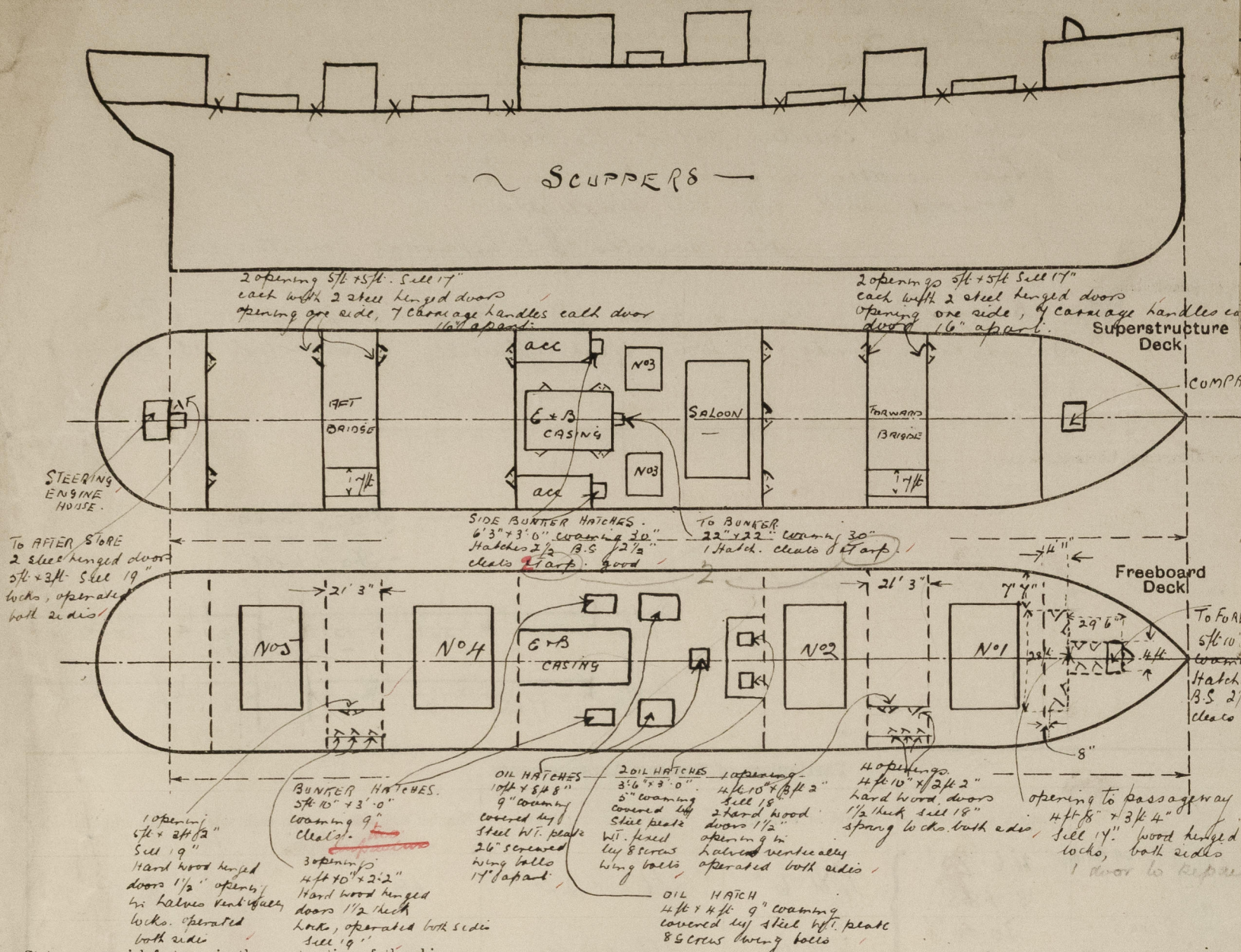
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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

Vessel surveyed afloat & does not embrace any of the requirements of Special Survey.

Displacement figures taken off scale on board vessel.

23ft. 1/4"	=	10,340 Tons D.W.
22ft. 0"	=	9,400 " " "
20ft. 6 1/4"	=	9,000 " " "
19ft. 3"	=	8,800 " " "
18ft. 0"	=	7,800 " " "
16ft. 6"	=	7,000 " " "

$$\text{Displacement} = 7.70 + \frac{(19.58 \times 29.5) + (225 \times 7.58)}{21.58} = 35$$

bunkering

$$= \frac{6}{42}$$

The after end of the tween deck bunkers being full of coal, this space could not be examined at this time.

Builder's name and yard number

Palmers & Co Ltd Newcastle

Names of sister ships

S.S. C helma

No 59414 in R.B.

Owners

Cie Marseillaise de Nav à Vap (Cie Fraissinet)

Fee 1950 —

6/3/511 —

Received by me

9/5/51



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