

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having POOP, BRIDGE, & FORECASTLE.
MARIE-THÉRESE LE BORGNE
 (Type of Superstructures.)

Port of Survey **NANTES**

Date of Survey 4th 416th January 1933.

Name of Surveyor R. J. Easthope.

Particulars of Classification +100.A.1.
S.S. No. 3-9.32.

Ship's Name "BRANCAO" Nationality and Port of Registry French Nantes Official Number — Gross Tonnage 1599. Date of Build 1920-1

Moulded Dimensions: Length 253.75 Breadth 37.5 Depth 20'-6"
 Moulded displacement at moulded draught = 85 per cent. of moulded depth not 3565 tons
 Coefficient of fineness for use with Tables 739.753

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>20'-6"</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>—</u>	Moulded Breadth (B) <u>37.5</u>
Stringer plate <u>.04</u>	(20.54 - 16.91) 1.952 = + <u>7.09</u>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{9.0}{50} =$
Sheathing on exposed deck <u>none.</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>—</u>	Ship's Round of Beam = <u>9 1/2"</u>
T $\left(\frac{L-S}{L}\right) =$	If restricted by superstructures	Difference <u>.50</u>
Depth for Freeboard (D) = <u>20.54</u>		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.50}{4} (1 - .4454) = -.07$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>23.5'</u>	<u>23.5'</u>	<u>7'-0"</u>		<u>23.5'</u>
„ overhang					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed	<u>63.5'</u>	<u>63.5'</u>	<u>7'-0"</u>		<u>63.5'</u>
„ overhang aft					
„ overhang forward					
F'cle enclosed	<u>26.0'</u>	<u>26.0'</u>	<u>7'-0"</u>		<u>26.0'</u>
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ „ forward					
Total	<u>113.0'</u>	<u>113.0</u>			<u>113.0</u>

Standard Height of Superstructure <u>6.04'</u>
„ „ R.Q.D. <u>✓</u>
Deduction for complete superstructure <u>31.375</u>
Percentage covered $\frac{S}{L} = 44.54$
„ „ $\frac{S_1}{L} = 44.54$
„ „ $\frac{E}{L} = 44.54$
Percentage from Table, Line A. <u>✓</u>
(corrected for absence of forecastle (if required))
Percentage from Table, Line B. <u>31.36</u>
(corrected for absence of forecastle (if required))
Interpolation for bridge less than 2L (if required)
Deduction = $31.375 \times .3136 = - 9.84$

SHEER CORRECTION.

Station	Standard Ordinate ins.	S	M	Product ins.	Actual Ordinate ins.	Effective Ordinate	S	M	Product
A.P.	<u>35.375</u>	1		<u>35.375</u>	<u>46.0</u>	<u>46.00</u>	1		<u>46.00</u>
1/4 L from A.P.	<u>15.74</u>	4		<u>62.96</u>	<u>18.0</u>	<u>18.17</u>	4		<u>72.68</u>
3/4 L „	<u>3.89</u>	2		<u>7.78</u>	<u>14.5</u>	<u>14.54</u>	2		<u>9.08</u>
Amidships	<u>—</u>	4		<u>—</u>	<u>—</u>	<u>—</u>	4		<u>—</u>
3/4 L from F.P.	<u>4.78</u>	2		<u>15.56</u>	<u>8.9</u>	<u>8.98</u>	2		<u>17.96</u>
1/4 L „	<u>31.48</u>	4		<u>125.92</u>	<u>36.0</u>	<u>35.94</u>	4		<u>143.76</u>
F.P.	<u>70.75</u>	1		<u>70.75</u>	<u>82.5</u>	<u>82.50</u>	1		<u>82.50</u>
Total	<u>318.375</u>			<u>318.35</u>					<u>371.98</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 = 1.18

„ „ aft of „ = 1.31

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{53.63}{18} \left(.75 - .2227 \right) = - 1.57$$

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.

Ft.
 Depth to Freeboard Deck = 20.54
 Summer freeboard = 2.524
 Moulded draught (d) = 18.02

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 4.50

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>7.09</u>	<u>—</u>
Deduction for superstructures	<u>—</u>	<u>9.84</u>
Sheer correction	<u>—</u>	<u>1.57</u>
Round of Beam correction	<u>—</u>	<u>.07</u>
Correction for Thickness of Deck amidships	<u>—</u>	<u>—</u>
Other corrections, scantlings, etc.	<u>—</u>	<u>—</u>
	<u>7.09</u>	<u>11.48</u>
Summer Freeboard =	<u>30.459</u>	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 2'-6 1/2"

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	No 1	No 2	No 3	Hatchways Bridge Deck Port & Starboard	Bridge space freeboard deck port & starboard	Poop Deck, port side			
Dimensions of Hatchway	50'x20'18"	27'6"x20'	27'6"x20'	5'6"x2'6"	5'6"x2'6"	2'4"x2'4"	2'6"x2'0"		
COAMINGS	Height above Deck	4'-0"	4'-4"	4'-4"	2'-6"	10"	10"	8" above wood deck	
	Thickness Sides	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	4 1/4"	
	Stiffeners	Bulk angle, sides & ends	Bulk angle, sides & ends	Bulk angle, sides & ends	none	none	none	none	
	Brackets, Stays	Stay at sides, brackets ends	Stay at sides, brackets ends	Stay at sides, brackets ends	none	none	none	none	
HATCH BEAMS	Number	9	4	4	none	none	none	none	
	Spacing	5'-0"	5'-6"	5'-6"	none	none	none	none	
	Scantling and Sketch	Sketch	Sketch	Sketch	none	none	none	none	
	Bearing Surface	3"	3"	3"	none	none	none	none	
FORE AND AFTERS	Number	none	none	none	none	none	none	none	
	Spacing	none	none	none	none	none	none	none	
	Unsupported Lengths	none	none	none	none	none	none	none	
	Scantling and Sketch	none	none	none	none	none	none	none	
HATCH COVERS	Material	wood	wood	wood	5 1/2"	2 1/2"	wood	2 1/2"	
	Thickness	2 3/4"	3"	3"	5 1/2"	2 1/2"	2 1/2"	2 1/2"	
	How fitted	fore & aft	fore & aft	fore & aft	athwartships	athwartships	athwartships	athwartships	
	Bearing Surface	3"	3"	3"	1 3/4"	2 1/4"	2"	2"	
Spacing of Cleats	24"				24"	17 1/2"	12"		
Number of Tarpaulins	2				one	one	2		

*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: - Hinged steel covers strongly constructed, fitted on fiddle top & boiler casing 2 ventilators on engine room casing 12" dia 3/8" thick, coaming 3'-8" high. Funnel coaming 8" above casing at the lower edge. From casing to coaming top 20". The fiddle & casings strongly constructed. 2 steel hinged doors fitted to the fiddle entrance to the stokehold on the port & starboard sides.

Particulars of Flush Bunker Scuttles: -

none

Particulars of Companionways: -

1 on poop, steel of substantial construction wood door strongly made - height of sill from deck 16"

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

On foredeck (port) for forward hold 26". On fore deck starboard aft 1-off 14" dia 40" thick height of coaming 26". This ventilator is supported by the winch platform. On Bridge deck (p/s) 2 ventilators 9" dia 40" thick coaming 18" high. On after deck (starboard) 2 off 14" dia 40" thick coaming 32" high. Poop deck 1 off 9" dia 40" thick coaming 24" high. Several cabin ventilators on poop & castle decks in good condition. Strong wood plugs & canvas covers for closing.

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

On fore deck 2 off (p/s) 38" high above deck. After deck at forward end 2 off (p/s) 38" high. wood plugs for closing in case of necessity.

Particulars of Gangway Cargo and Coaling Ports: -

none

Particulars of Scuppers and Sanitary Discharge Pipes

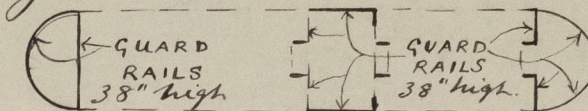
2 galvanised iron scupper pipes (p/s) from bridge deck passing through the bridge space & discharging through the shell plating above the freeboard deck. 2 galvanised iron sanitary discharge pipes (starboard) fitted passing through the bridge space & discharging through the shell plating above the freeboard deck. These pipes are cased in fitted with storm valves - hinged flap valves.

Particulars of Side Scuttles: -

Strong side scuttles fitted, with properly constructed deadlights in the poop & forecastle. No scuttles below the upper deck.

Particulars of Guard Rails: -

Strong guard rails fitted on the poop, bridge & forecastle decks securely riveted to the decks. Height above deck 38"



Particulars of Gangways, Lifelines, etc.: -

Efficient lifelines aboard. To enable the crew to pass from the bridge deck to the poop strong boards 24" wide are permanently fitted between nos 2 & 3 hatches & between no 3 hatch & the poop ladder on the starboard side. Note: Strong steel wires are permanently fitted on each side of the fore & aft decks, fitted with strong stretching screws. The Libueros state that these wires will be used as lifelines, when no wire barrels or cargo is on deck. Wire barrels are nearly always carried on deck.

Particulars of Freeing Arrangements.

	Length of Bulwark on rail	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	71'-0"	4'-0"	3'-0" x 1'-6"	4	18 sq. ft.	14 sq. ft.
Forward Well	73'-0"	4'-0"	3'-0" x 1'-6"	4	18 sq. ft.	14.1 sq. ft.

State position of each freeing port (P. and A. position and height above deck edge) { After Well: - } 12" high above deck edge. { Forward Well: - } 12" high above deck edge. State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: - 2 horizontal rails on each port securely fastened to the bulwark plating. Additional area where sheer is less than standard.

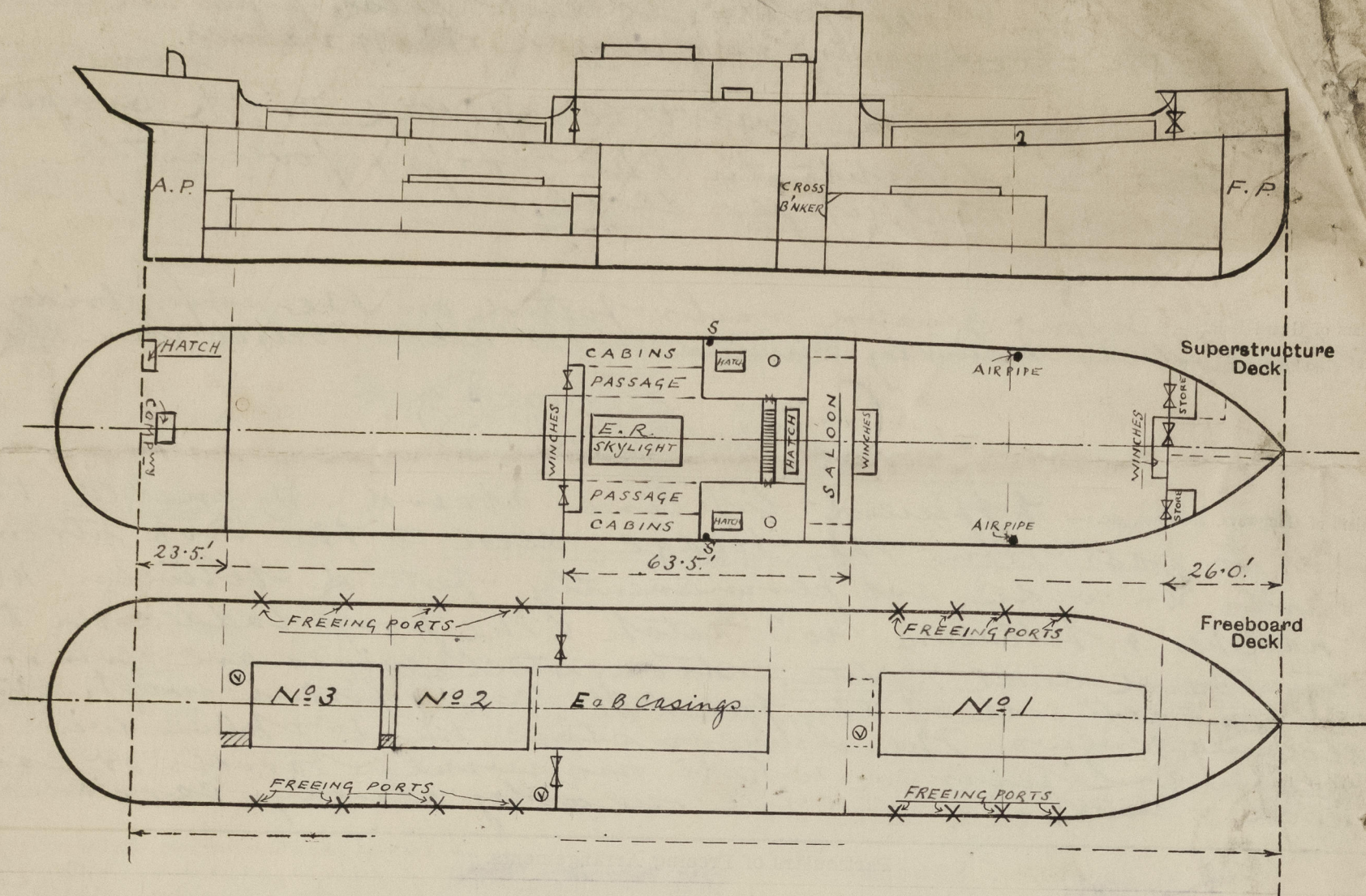
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	4 1/2"	40"	angles 5'x3'x48"	30"	1 off bracket, top & bottom, remainder rivet	none	—	—
Raised Quarter Deck Bulkhead	—	—	—	—	—	—	—	—
Bridge, After Bulkhead	none	40"	angles 3'x3'x40"	30"	none	2-4'-0"x3'-0"	18"	—
Bridge, Forward Bulkhead	4 1/2"	40"	Bulk angles 7'x3 1/2'x60"	24"	Brackets top & bottom	none	—	—
Forecastle Bulkhead	none	40"	angles 2 1/4'x2 1/4'x40"	30"	none	2-4'-6"x2'-0" 1-4'-6"x2'-8"	18"	—
Trunk, Aft	—	—	—	—	—	—	—	—
Trunk, Forward	—	—	—	—	—	—	—	—
Exposed Machinery Casings on Freeboard or Raised Quarter Deck	—	—	—	none	—	—	—	—
Exposed Machinery Casings on Superstructure Decks	40"	38"	angles 3'x3'x40"	30"	Brackets	2-4'-8"x2'-1"	18"	4'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	40"	38"	angles 3'x3'x40"	30"	Brackets	none	—	—
Deckhouses on Flush Deck Ships	—	—	—	—	—	—	—	—

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

Poop Bulkhead	no openings
Raised Quarter Deck Bulkhead	—
Bridge, After Bulkhead	2 openings (p/s) with riveted channels & shifting boards full height.
Bridge, Forward Bulkhead	no openings
Forecastle Bulkhead	3 strong steel hinged doors, fastened with locks & handles.
Exposed Machinery Casings on Freeboard or Raised Quarter Deck	none
Exposed Machinery Casings on Superstructure Decks	2 strong steel hinged doors, fastened with locks & handles.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	no openings
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 shewn on the following sketches:—



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

Note:— The survey has been held afloat & only confined to an examination of the means of closing the openings in the decks & sides of the vessel.

The Owners state that the vessel will probably be drydocked about the end of September next.

R. J. E.

Builder's name and yard number ✓

Names of sister ships ✓

Owners *Société Anonyme Chargeurs de L'Ouest* ✓

Fee *frs 1300* :

Received by me ✓



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