

Rpt. C.11.

Jean et Jacques

W1351-0087 1/2

22 JUN 1932

Index. No. 3044
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Computation of Freeboard Steamer, ~~Sailing Ship, Tanker~~

having a Shelter deck with tonnage opening & Forecastle

(Type of Superstructures.)

Port of Survey Garnloch

Date of Survey 14th June 1932

Name of Surveyor H. McQueen

Ship's Name CORSICAN PRINCE Nationality and Port of Registry British London Official Number 145935 Gross Tonnage 3493 Date of Build 1921-12

Moulded Dimensions: Length 363.0 Breadth 52.0 Depth 24.75 to upper bk

Moulded displacement at moulded draught = 85 per cent. of moulded depth 8334 tons

Coefficient of fineness for use with Tables 735

Particulars of Classification + 100 A.I.
shelter deck with freeboard
Carrying oil fuel & above 150°F. in deep tank aft.
Noted for oil fuel 5.2800.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth <u>24.75</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(24.75 - 24.20) 2.792 = 1.65</u>	Moulded Breadth (B) <u>52.0</u>
Stringer plate ... <u>52"</u> <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>12.48</u>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <u>13"</u>
Depth for Freeboard (D) = <u>24.79</u>		Difference <u>.52</u>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>$\frac{.52}{4} \times .0055$</u> <u>nil</u>

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>31.5</u>	<u>31.5</u>	<u>8.75</u>		<u>31.5</u>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<u>327.5</u>	<u>327.5</u>	<u>8.75</u>		<u>327.5</u>
" overhang aft					
" overhang forward					
Fore enclosed	<u>68.0</u>		<u>7.5 to 9.0</u>		
" overhang					
Fore aft					
" forward					
Tonnage opening aft	<u>4.0</u>	<u>2.0</u>	<u>8.75</u>		<u>2.0</u>
" forward					
Total	<u>363.00</u>	<u>361.00</u>			<u>361.00</u>

Standard Height of Superstructure	<u>7.13</u>
" " R.Q.D.	<u>✓</u>
Deduction for complete superstructure	<u>39.53</u>
Percentage covered $\frac{S}{L} =$	<u>100</u>
" " $\frac{S_1}{L} =$	<u>99.45</u>
" " $\frac{E}{L} =$	<u>99.45</u>
Percentage from Table, Line A.	<u>99.32</u>
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B.	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = <u>39.53</u> × <u>99.32</u> =	<u>- 39.25</u>

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>46.30</u>	1		<u>46.30</u>	<u>8.2</u>	<u>27.94</u>	1		<u>27.94</u>
1/4 L from A.P.	<u>20.60</u>	4		<u>82.40</u>	<u>1.04</u>	<u>12.43</u>	4		<u>49.72</u>
3/4 L "	<u>5.09</u>	2		<u>10.18</u>	<u>0</u>	<u>3.07</u>	2		<u>6.14</u>
Amidships		4		<u>0</u>			4		
3/4 L from F.P.	<u>10.18</u>	2		<u>20.36</u>	<u>0</u>	<u>3.57</u>	2		<u>7.14</u>
1/4 L "	<u>41.21</u>	4		<u>164.84</u>	<u>2.27</u>	<u>14.44</u>	4		<u>57.76</u>
F.P.	<u>92.60</u>	1		<u>92.60</u>	<u>13</u>	<u>32.44</u>	1		<u>32.44</u>
Total				<u>446.68</u>					<u>181.14</u>

Mean actual sheer aft = Defic
Mean standard sheer aft =

Mean actual sheer forward = Defic
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = 0.88
" " aft of =

Actual sheer draft 8.75
Standard 7.13
1.62
12
19.44

Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) =$ $\frac{235.54}{18} \times (75 - 50) = + 3.27$

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 = 24.79
Summer freeboard = 2.37
Moulded draught (d) = 22.42

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5.6 = 5 1/2

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 $\frac{735 + 68}{1.36}$

	+	-
Depth Correction	<u>1.65</u>	
Deduction for superstructures		<u>39.26</u>
Sheer correction	<u>3.27</u>	
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		

4.92 39.26 - 34.34
Summer Freeboard = 28.40

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:— 2-4 1/2

Tropical Fresh Water Line above Centre of Disc	
Fresh Water Line " "	
Tropical Line " "	
Winter Line below " "	<u>5 1/2</u>
Winter North Atlantic Line " "	

Tropical Fresh Water Freeboard	
Fresh Water " "	
Tropical " "	
Winter " "	<u>2-10</u>
Winter North Atlantic " "	

1006
Assignment

Lloyd's Register Foundation

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS														IN STEEL TRUNK UNDER FORECASTLE		FREEBOARD DECK		TONNAGE HATCH		ASH HOUSE	
Description of Hatchway		SUPERSTRUCTURE DECK										FREEBOARD DECK		TONNAGE HATCH		ASH HOUSE					
Dimensions of Hatchway		No.1	No.1	No.2	No.3	No.4	No.5	No.1	No.2	No.3	No.4	No.5	Trimming Hatch	BUNKER TRIMMING HATCH	HATCH ON F'SCLE	HATCH TO CHIMNEY LOCKER	HATCH TO F.R. STY	HATCH TO F.R. STY	DEEP TANK	TONNAGE HATCH	ASH HOUSE
COAMINGS	Height above Deck	24'-2"	24'-2"	33'-0"	24'-9"	33'-0"	24'-9"	24'-2"	33'-0"	24'-9"	20'-4"	24'-9"	2'-0"	2'-9"	3'-9"	1'-9"	3'-2"	1'-9"	4'-9"	4'-8"	2'-6"
	Thickness	14'-3"	14'-3"	18'-1"	18'-1"	18'-1"	14'-3"	18'-1"	18'-1"	18'-1"	18'-1"	18'-1"	2'-0"	2'-9"	2'-6"	2'-6"	2'-6"	2'-6"	12'-0"	12'-0"	2'-6"
	Sides	31"	9"	31"	31"	31"	31"	9"	9"	9"	9"	9"	9"	9"	12"	12"	12"	3"	10"	9"	8"
	Ends	46"	B.A.	50"	46"	50"	46"	B.A.	B.A.	B.A.	B.A.	B.A.	B.A.	B.A.	B.A.	B.A.	B.A.	L	B.A.	B.A.	B.A.
HATCH BEAMS	Stiffeners	42"	CMG	40"	40"	40"	40"	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG
	Brackets, Stays	Y 8A	10" B.A.	Y 8A	10" B.A.	Y 8A	Y 8A	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG	CMG
FORE AND AFTERS	Number	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
	Spacing	4'-0 1/2"	4'-0 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-0 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"	4'-1 1/2"
	Scantling and Sketch	12"x30"	12"x30"	14"x36"	14"x36"	14"x36"	12"x30"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"	14"x36"
	Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
HATCH COVERS	Material	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
	Thickness	2 3/4"	2 1/2"	2 7/8"	2 3/4"	2 7/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"	2 5/8"
	How fitted	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Spacing of Cleats		24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"	24"
Number of Tarpaulins		2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2

*Are wood fore and afters steel shod at all bearing surfaces? **NONE**

Are battens and wedges efficient and in good condition? **Yes**

Are tarpaulins in good condition and in accordance with rule requirements? **Yes**

Are lashings provided in accordance with rule requirements? **Ringbolts are fitted for lashings**

TONNAGE HATCH

Particulars of fiddley, funnel and ventilator coamings:—

Engine Room Sky light made of steel strongly constructed
Hidley openings on casing top protected by hinged steel plate covers
Funnel & Ventilators on casing top in good condition

Particulars of Flush Bunker Scuttles:—

There is a flush bunker scuttle on superstructure deck in starbd alleyway 23" dia strongly constructed, bayonet joint no chain fitted.

Particulars of Companionways :—



Particulars of Companionways:— Entrance to crew quarters aft through steel house, door 4'-3" x 1'-11" x 1 7/8" teakwood sill 19" operated both sides. ✓ Entrance to tunnel escape in crew quarters aft through steel trunk, door 5'-6" x 1'-10" steel, sill 3" operated both sides. ✓ Entrance to refrigerator through steel house, with double steel door 5'-6" x 3'-0", sill 18" operated both sides. Entrance to stores through steel house midships. Teakwood door 4'-6" x 2'-0" x 1 7/8" thick sill 18" operated both sides.

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

[illegible]

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

Particulars of Air Pipes in exposed positions on foreward, raised quarter, or superstructure decks:—									
2	air pipes on foreward	to O.B. tank	1-6 1/2" high	x 2 1/2" dia.	2	air pipes midship	to O.B. tank	1-4" high	x 2 1/2" dia.
1	"	"	3-0" "	x 4" "	2	"	"	1-6" "	x 4" "
1	"	fore peak tank	1-8" "	x 4" "	2	"	"	1-10" "	x 2 1/2" "
2	"	foreward	to O.B. tank	1-5" "	x 2 1/2" "	6	"	"	x 2 1/2" "
2	"	"	"	1-5" "	x 2 1/2" "	4	"	"	x 2 1/2" "
2	"	midship	"	1-5" "	x 2 1/2" "	1	"	"	x 2 1/2" "
2	"	"	"	2-0" "	x 4" "	3	air pipes after	to aft peak	2-3", 2-5" & 2-0" high x 3" dia.

air pipes marked *

~~no snifting holes fitted~~

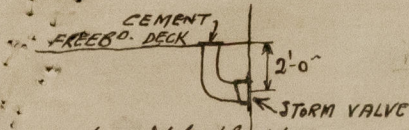
~~no means of closing~~

Particulars of Gangway Cargo and Coaling Ports :—

There are four gangway doors fitted in ships side two forward & two aft as shown on sketch, 6'-0" x 4'-0", 12" above deck strongly constructed & fitted with strong backs. One small coaling port door fitted starboard side midships, 1'-6" x 1'-3", 12" above deck strongly constructed & fitted with strong backs.

Particulars of Scuppers and Sanitary Discharge Pipes:—

There are no sanitary discharges below freeboard deck
Scuppers from freeboard deck fitted with storm valve
at ships side cemented over inside. 2'-0" below
freeboard deck ✓



Scuppers from the Blue Tonnage space

Particulars of Side Scuttles:—

There are no side scuttles below the freeboard deck
side scuttles in crew quarters aft fitted with hinged deadlights ✓

Particulars of Guard Rails:—

Guard Rails on Forecastle 3'-6" high, 3 rods, stanchions 5'-6" apart
A steel bulwark is fitted from forecastle bulkhead to stern frame as
shown on sketch height from 4'-0" at fore end to 3'-5" after end. with
8 - 4'-6" x 9" washports 10" above deck open Rail aft 4'-0" high, 3 rods, stanchions
4'-6" apart. ✓

Particulars of Gangways, Lifelines, etc.:—

NONE ✓

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	4'-0"	8'-9"	2'-0" x 1'-2"	1	2.32 $\frac{1}{2}$	
Forward Well						

State position of each freeing port } After Well:— Centre of tonnage well. 21" above deck
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:— Hinged steel plate with bar
Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

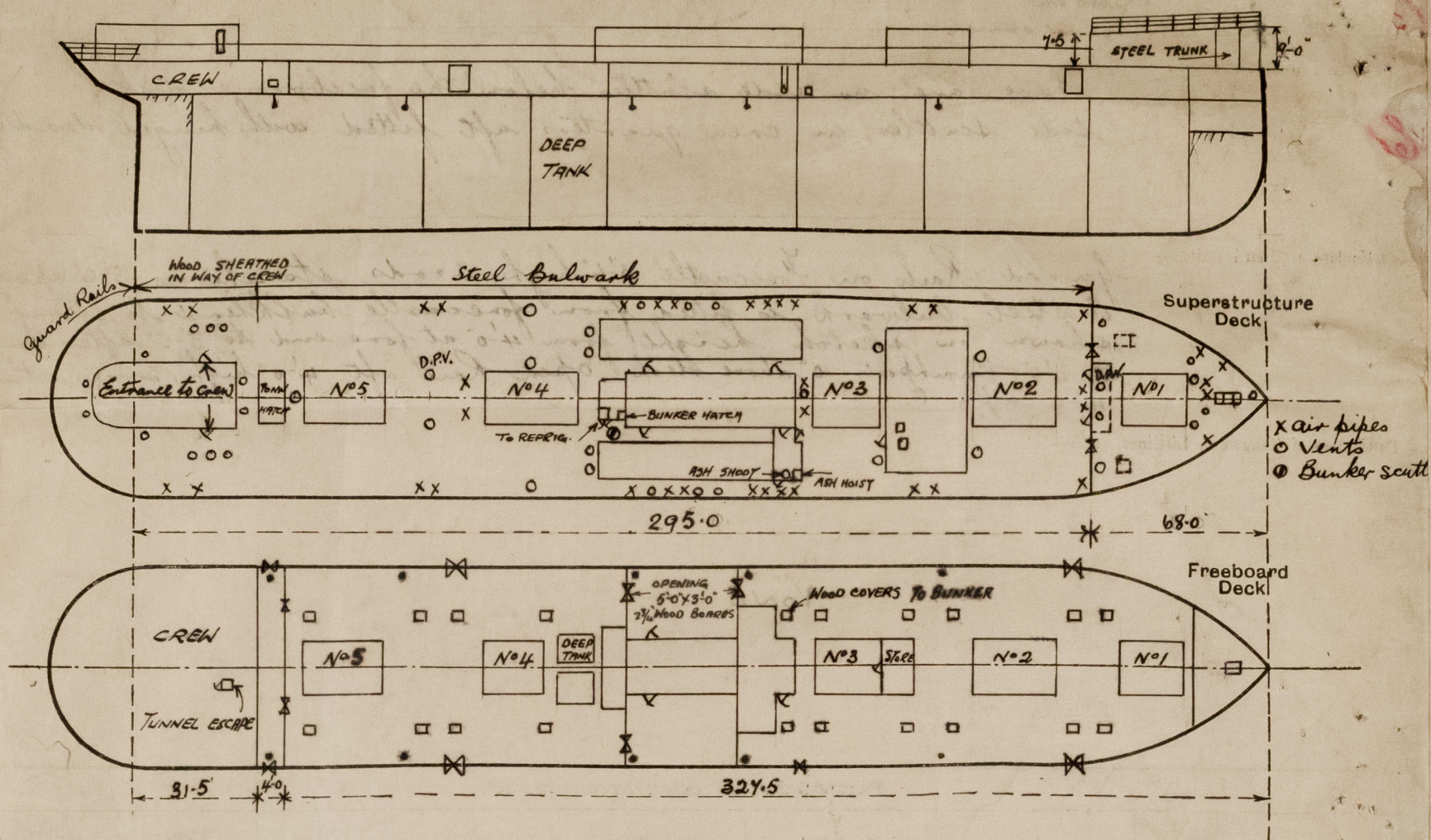
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	none	.28"	4" flanged plate	4'-0"	none	none	none	8'-9"
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	none	.28"	4" flanged plate	3'-6"	none	6'-0" x 3'-0"	15"	8'-9"
Bridge, Forward Bulkhead								
Forecastle Bulkhead	1'-10" x 4'-2"	.35"	3" x 3" x 32'	4'-0"	none	4'-6" x 2'-0" centre 5'-0" x 3'-0" sides	21" 18"	4'-6"
Deck, Aft								
Deck, Forward								
Exposed Machinery Casings on Fore- board or Raised Quarter Decks								
Exposed Machinery Casings on Super- structure Decks	✓	.32"	4" x 3" x 36'	2'-6"	none	5'-0" x 2'-0"	16"	4'-3"
Machinery Casings within Superstruc-								
tures not fitted with Class I Closing								
Appliances	30" x 52"	.35"	3 1/2" x 3" x 36'	2'-9"	Brackets at at top every alternate	5'-0" x 2'-0"	2'-5"	8'-9" ✓
Deckhouses on Flush Deck Ships								

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

Poop Bulkhead	none ✓
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	2 3/4" shifting boards in channels riveted to bbs full height ✓
Bridge, Forward Bulkhead	
Forecastle Bulkhead into J. Support	2 7/8" shifting boards in Rev. bar riveted to stiffeners full height. Hinged steel doors to lamp Room
Exposed Machinery Casings on Fore- board or Raised Quarter Decks	operated both sides
Exposed Machinery Casings on Super- structure Decks	Hinged steel doors operated both sides ✓
Machinery Casings within Superstruc-	
tures not fitted with Class I Closing	
Appliances	Hinged steel doors operated both sides ✓
Deckhouses on Flush Deck Ships	

Corsican Prince

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:—

General Trade at present laid up in Gareloch

This survey was held afloat and confined to an examination of the means of closing the openings in the decks and sides of the ship

Hatch covers to repair where required
Air pipe on after deck to repair
Hatch cleats to repair where required

Builder's name and yard number

Gurness S. B. Co Ltd.

Yard no. 25

Names of sister ships

Owners

Rio Cape Line Ltd (Gurness Withy & Co Ingers)

Fee £

11 : 18 : 0

Received by me

Exp. 10/-



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