

LLOYD'S REGISTER OF BRITISH AND FOREIGN SHIPPING.

CLASSIFICATION SOCIETY

RECOGNISED BY THE FRENCH GOVERNMENT DECREE OF THE 5TH SEPTEMBER, 1903.

THIR. 8 III 1909

SURVEYS FOR FREEBOARD. FRENCH VESSELS.

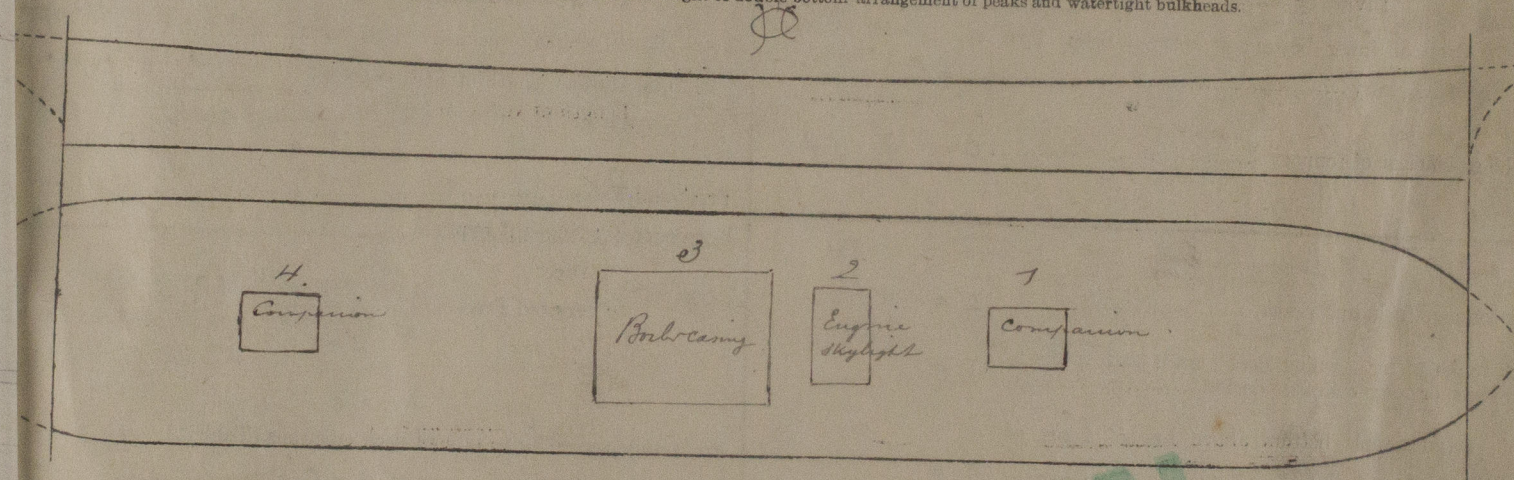
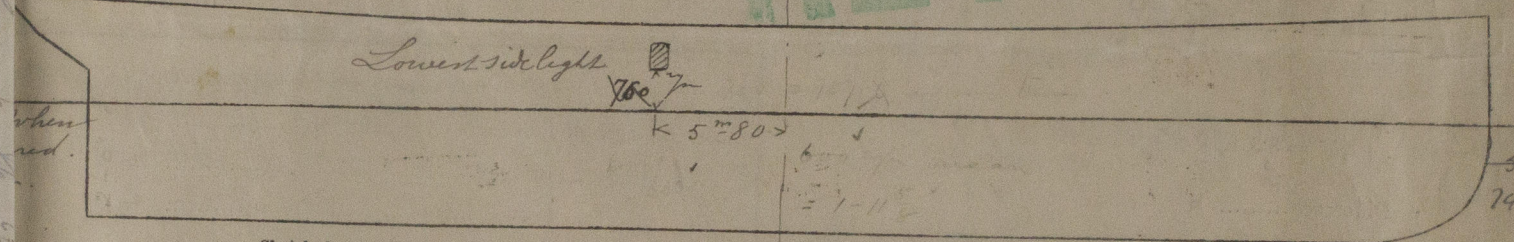
(All measurements to be given in the Metric system.)

Ship's Name. <i>VANBRUGH</i> <i>now "BOIELDIEU"</i>	Port of Registry. <i>Rouen</i>	Date of Build. <i>1905. 5</i>	Particulars of Classification. <i>FA -</i> <i>For River purposes only</i>	Port of Survey <i>Havre</i>
Number in Register Book <i>41</i>		Where Built. <i>London</i>		Date of Survey <i>7th July 1909</i>
Name of Surveyor <i>up. Boyer</i>			Type of vessel <i>Steel hulled Steamer</i>	
Request for assignment <i>7 July 1909</i>			Number of freeboard certificate	

of time assigned to the freeboard. (In the case of unclassified vessels.)

LENGTH.	BREADTH.	DEPTH.	Under Deck Tonnage, including Peaks
taken from Ship's Register. <i>39m 60</i> <i>129.9</i>	<i>5m 65</i> <i>18.5</i>	<i>2m 07</i> <i>6.8</i>	<i>126 tons</i>
			Tonnage of 'tween decks if tonnage measured below second deck. <input checked="" type="checkbox"/>

PARTICULARS TAKEN ON BOARD.			
Ship on Loadline <i>38m 800</i>	<i>127.3</i>	Sheer of Upper or Spar deck. (Main deck in Awning deck vessels.)	
readth		At Stem	<i>480mm</i> <i>18.9</i>
readth to outside of planking or plating	<i>5m 65</i> <i>18.5</i>	" $\frac{1}{2}$ length from Stem	<i>335</i> <i>13.19</i>
Gunwale amidships	<i>5m 60</i> <i>18.37</i>	" $\frac{1}{2}$ " " Sternpost	<i>145</i> <i>5.71</i>
Depth to Upper deck	<i>7ft 10</i> <i>2.40</i> <i>6.10</i>	" Sternpost	<i>290</i> <i>11.42</i>
" Main " (Spar and Awning deck vessels)		" front of Bridge (Well deck vessels)	
(Iron or Steel sailing ships only)		Fall in sheer abaft amidship	<i>none</i>
er bottom at margin below level line at centre (if any)		Distance of lowest point of sheer abaft midship section	
" " above " " "		Round of Upper deck beam	<i>135mm</i> <i>5.3</i>
iling fitted on inner bottom		" Main " " (Awning deck vessels.)	
'tween decks in Spar and Awning deck vessels }		Thickness of sparring or side ceiling	
from top of beam to top of beam at side }			
ame	<i>60mm</i> <i>2.36</i>		



Dimensions of the Deck erections.	Forecastle		Bridge		Poop		Raised Quarter Deck	
	Length	Height	Length	Height	Length	Height	Length	Height

DETAILS OF CONSTRUCTION OF THE END BULKHEADS OF THE DECK ERECTIONS.

	Forecastle.	Bridge, fore end.	Bridge, after end.	Poop.	Raised Quarter Deck.
Coaming					
Other Plates					
Scantlings					
Spacing					
of Vertical Brackets					
Scantlings					
Number					

Remarks:—

CALCULATION OF

FREEBOARD.

CORRECTIONS TO THE

TABULAR FREEBOARD.

SUMMARY OF THE CALCULATION.

PARTICULARS NECESSARY FOR USE WITH THE TABLES.

Moulded depth 2.10
 Correction for iron uncovered deck if required.....
 " rise of floor if required
 Moulded depth to be used with Tables c =

Breadth extreme to outside of planking or plating B = 5.65

In Ship.	Rule.
Thickness of planking	=
Depth of framing	=
Thickness of ceiling or sparring	=
Total.....	=
Difference..... d =	2 d =

Breadth for the co-efficient of tonnage (B - 2 d) =

Depth of Hold (Registered) c = 2.07

For Steamers add thickness of ceiling if necessary h =

Gradual mean shear at ends $t_m = \frac{t_1 + t_2}{1.1} = \frac{335 + 145}{1.1} = 436$

Standard mean shear $t = 8.3 L + 255 = 8.3 \times 38.8 + 255 = 577$
 Difference $t_m - t = 141$
 Divide by 3 = 8 = -0.47

Correction for drop of inner bottom at margin below level at middle line if necessary

Depth for the co-efficient of tonnage D = 2.023

Under deck tonnage including peaks T = 126

Tween deck tonnage (for Awning deck vessels and vessels having three or more complete decks) T₀ =

Tonnage of partial double bottom above line of floors of rule depth T₁ =

Tonnage for the co-efficient of tonnage (T + T₁) =

Co-efficient of Tonnage

$$K = \frac{2.83 (T + T_1)}{L \times (B - 2d) \times D} = \frac{2.83 \times 126}{38.8 \times 5.65 \times 2.023} = 80$$

Correction for continuous double bottom if required

K =

Freeboard in the Table = 2.86

(a) CORRECTION FOR LENGTH. (Art. 19.)

Length of Ship on Loadline L = 38.80
 Length in Table L₁ = 25.20
 Difference L - L₁ = 13.60
 Correction for 1 metre c = 6.8
 Total Correction a = (L - L₁) c = + 88
 For Steamers having $\frac{1}{10}$ th the length or more covered by deck erections x .5
 Net Correction a =

(b) CORRECTION FOR SHEER. (Art. 20.)

Vessels without superstructures or with bridge closed both ends. Gradual shear. $t_m = \frac{t_1 + t_2}{2} = \frac{770}{2} = 385$
 Not gradual. $t_m = \frac{t_2 + t_3}{1.1} = 1.1$
 Mean Sheer of Vessel. Gradual shear. $t_m = \frac{t_2 + t_3}{2} = 2$
 Not gradual. $t_m = \frac{t_2 + t_3}{2 + 1.1} = 2 + 1.1$
 Vessels having Poop and fore-castle with or without open bridge. $t_m = \frac{t_2 + t_3}{2} = 2$
 Standard mean shear $t = \frac{8.3 L + 255}{4.98 L + 150} = \frac{8.3 \times 38.8 + 255}{4.98 \times 38.8 + 150} = \frac{577}{192} = 3.0$
 Difference $t_m - t = 385 - 3.0 = 192$
 Correction b = $\frac{t_m - t}{4} = \frac{192}{4} = + 48$
 If limited, " " = $\frac{t}{2 \times 4} = 2 \times 4 =$
 Fall in shear = x .5 =
 Correction b =

(c) CORRECTION FOR DECK ERECTIONS. (Arts. 21 to 27.)

Allowed length of Fore-castle (Appendix A.) =
 " " Bridge =
 " " Poop =
 " " Raised Quarter Deck =
 Total allowed length of deck erections =
 Total allowed length of deck erections =
 Length of vessel on loadline =
 Freeboard Table.....
 Correction for length if required ...
 " " shear " ...
 Corrected Freeboard ... A = C = D =
 A - C =
 Percentage according to type of deck erections (Table 1) =
 Correction { Steamers ... c = (A - C) P = =
 Sailers ... c = D x P = =
 If Engine and Boiler openings not covered by Poop or Raised Quarter deck or strong iron or steel deckhouse (Arts. 24 & 25) x .6
 Correction c =
 Correction for Raised Quarter deck if Engine and Boiler openings not covered by Bridge (Art. 26)
 Correction c =
 Correction for scantlings of deck erections if necessary
 Correction c =

(d) CORRECTION FOR IRON UNCOVERED DECK. (Art. 28.)

Allowed length of deck erections =
 Length on loadline =
 Rule thickness of wood deck..... T =
 " " " stringer plate... t =
 Correction d = { $\frac{T - t}{(4p - 1.80)(T - t)}$ =
 $\frac{p(T - t)}{p(T - t)}$ =

(e) CORRECTION FOR ROUND OF BEAM. (Art. 29.)

Round of Beam B = 135
 Normal round... B₁ = Breadth at gunwale amid. = 56
 Difference B - B₁ = d = 18
 Percentage p (deck erections)..... =
 Correction e = $\frac{d}{2} \times \frac{100 - p}{100} = -9$

(f) CORRECTION FOR HEIGHT OF 'TWEEN DECK. (Art. 30.)

Height of 'Tween decks h =
 Rule (Ship B + C = L x B x C =
 Numbers (With 'tween deck 2m.10 B + C = L x B x C =
 Correction..... f =

(g) CORRECTION FOR AREA OF FREEING PORTS. (Art. 31.)

Total area on each side =
 Area per rule =
 Correction..... g = % moulded depth =

(h) CORRECTION FOR NON-FITTING OF GANGWAY FOR CREW. (Art. 32.)

Correction..... h = % moulded depth =

(i) CORRECTION FOR SCANTLINGS. (Art. 33.)

Freeboard. Table A corrected A =
 " " B " B =
 Spar Deck Steamers. K = B - A =
 Correction..... i = K (B - A) =
 Freeboard. Table C corrected C =
 " " B " B =
 Awning Deck Steamers. Height of 'Tween decks h =
 K = h + C - B =
 Correction..... i = K (h + C - B) =

(j) CORRECTION FOR CLASS. (Art. 34.)

Class of the vessel
 Correction j =

(k) CORRECTION FOR SUMMER FREEBOARD. (Art. 35.)

Steamers without deck erections, Spar and Awning deck k =
 Correction given in Table A a =
 Steamers having deck erections. " " " C c =
 Percentage p (deck erections) =
 k = a + p(c - a) =

(l) CORRECTION FOR SUMMER FREEBOARD IN TROPICAL SEAS. (Art. 36.)

l = 2 k =

(m) CORRECTION FOR WINTER NORTH ATLANTIC FREEBOARD. (Art. 35.)

Steamers less, or equal to, 100-50m. in length m = .050
 All sailing vessels m = .075
 Well deck steamers, percentage p (deck erections) =
 m (Table No. 7) =

(n) CORRECTION FOR FRESH WATER. (Art. 35.)

Moulded depth c =
 Freeboard f =
 Correction n = .022 (c - f) =

Winter Freeboard by the Tables A 2.86

	Millimetres.
Correction for length a =	88
" " shear b =	48
" " deck erections c =	
" " iron uncovered deck d =	
" " round of beam e =	9
" " height of 'tween decks f =	
" " deficiency of freeing port area... g =	
" " non-fitting of gangway for crew... h =	
" " scantlings i =	737
" " class j =	
Other corrections, if any k =	
Total.....	+ 873 - 9
Net correction.....	+ 864

Winter Freeboard measured from the upper surface of the upper deck (wood or iron) = 1150 = 3.9.27

Correction for Summer Freeboard k =

Summer Freeboard (centre of disc)..... =

Correction for Summer Freeboard in Tropical Seas l = 2k =

Summer Freeboard Tropical Seas =

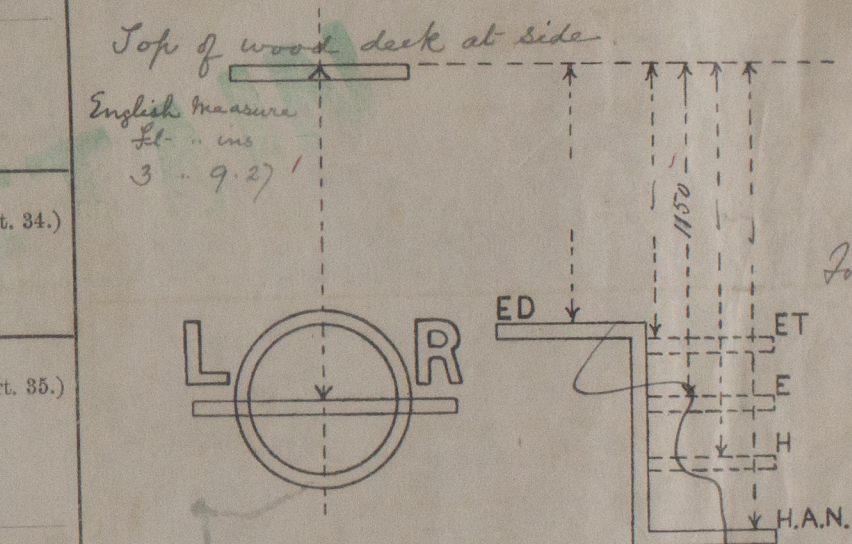
Correction for Winter North Atlantic Freeboard m =

Winter North Atlantic Freeboard..... =

Correction for Summer Freeboard in Fresh Water n =

Summer Freeboard in Fresh Water =

Limitation of the Freeboard on account of openings in the vessel's sides. (Art. 36.)



(This space for use in London Office only.)

It is submitted the above Freeboards merit approval.

Date of Committee's Minute 12th July, 1909
 The Freeboard marks have been placed on the vessel's sides
 at Havre on the 21st July 1909
 In G. Boyer Sawyer

Date of Committee's Minute 12th July, 1909

The Freeboard marks have been placed on the vessel's sides

at Havre on the 21st July 1909

In G. Boyer Sawyer

See verification of marking form.

2020

Lloyd's Register Foundation

1/2

Well Deck Steamers and Steamers
less than 4m.50 Moulded Depth
having Poop, Bridge and Forecastle.

Length of Bulwarks in Well

Number and Dimensions of Freeing Ports each side

Total Area of Freeing Ports on each side

Breadth and Type of Gangway for Crew over Well

State if the Crew are Berthed in Bridge House or Forecastle

DETAILS OF CONSTRUCTION OF THE WEATHER DECK HATCHWAYS.

	No. 1.	No. 2.	No. 3.	No. 4.	No. 5.
Length and Breadth	2 ^m 20 x 7 ^m 30	1 ^m 60 x 2 ^m 55	4 ^m 900 x 3 ^m 300	2 ^m 200 x 1 ^m 300	
Height and Thickness of Coaming	450 ^{mm} x 40 ^{mm} wood	550 ^{mm} x 5 ^{mm} steel	1 ^m 300 x 3 ^m 5 ^{mm} steel	450 ^{mm} x 40 ^{mm} wood	
Shifting Beams	Number and Material.				
Fore and Afters	Number and Material.				
Thickness of Hatches					

Remarks:—

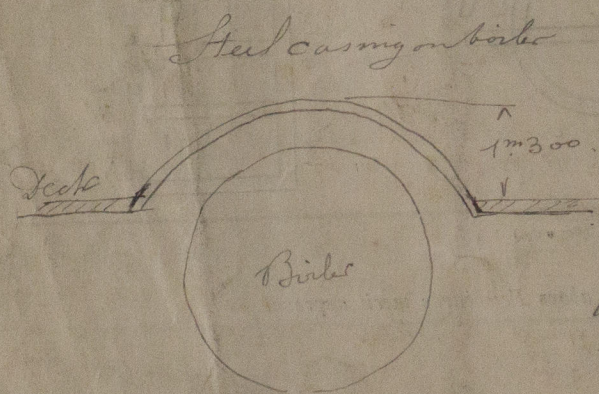
* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒
To what height do the Reverse Frames extend? *to Deck*
Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? ☒
Give particulars of the means for closing the openings in Bulkhead ☒
Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒
Give particulars of the means for closing the openings in Bulkhead ☒
Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'h'd. with Bulwarks? ☒
Has the Bridge House an efficient Iron Bulkhead at the after end? ☒
How are the openings closed? ☒
Is the Forecastle at least as high as the main or top-gallant rail? ☒ Has the Forecastle an efficient Iron or Wood Bulk'h'd. at after end? ☒
Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? ☒ *yes on boiler Engines below Deck*
If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒
Give thickness of plating; scantlings and spacing of Stiffeners *3^m5 Stiffeners angle bars 50x50 950^{mm} apart*
What is the height of the exposed Casings? *1^m300* Are suitable means provided for closing all openings in them in bad weather? ☒
State vertical distance from top of deck at side amidships or above base line at top of keel to lower edge of lowest side scuttle *light 420^{mm} 640 See latter.*
State if any cargo ports or scuppers through sides of vessel below Upper deck *none*
State any special features in the construction of the Vessel

The draft in loaded conditions is to be reported by the Owners
about 1^m00
= 3-3²/₈
2.15-9 total depth
1.000 draft required
1.15-9 2nd
1.15-0

SKETCHES.

Show by sketch, if necessary, details of construction of the means for closing the openings in the end bulkheads of the deck erections, also details of hatchways, engine and boiler casings, side scuttles, cargo ports, freeing ports, scuppers, &c.



Heat 2.100 as reported.
wood 50x
Flat Keel 0.08
2.159 Solid depth

Surveyor to Lloyd's Register of British and Foreign Shipping.



Lloyd's Register
Foundation

Fee £ 26 : 25

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