

GYLE PARK.
37959

Lloyd's Register of Shipping.

Index. No. 38158
(For London Office only).

SURVEYS FOR FREEBOARD.

24 SEP 1945

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>"Shakespeare Park"</i> SUNPRINCE	Official Number <i>not available</i>	Nationality and Port of Registry <i>British</i> <i>Montreal</i>	Gross Tonnage <i>not available</i>	Date of Build <i>during construction</i>	Port of Survey <i>Saint John, N.B.</i>
Moulded Dimensions: Length <i>310.44'</i> Breadth <i>46.33'</i> Depth <i>25.16'</i> <i>to centre of rudder stock</i>					Date of Survey <i>during construction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>(21.39')</i> <i>6690</i> tons					Surveyor's Signature <i>J. Todd</i>
Coefficient of fineness for use with Tables <i>.761</i>					Particulars of Classification <i>100 A1</i> <i>(contemplated)</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <i>25.16'</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(25.19 - 20.70) × 2.388 = +10.72.</i>	Moulded Breadth (B)
Stringer plate <i>.03'</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <i>✓</i>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{46.33 \times 12}{50} = 11.12$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	<i>✓</i>	Ship's Round of Beam = <i>11"</i>
Depth for Freeboard (D) = <i>25.19</i>	If restricted by superstructures	Difference = <i>.12</i>
		Restricted to <i>✓</i>
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12}{4} \times \left(1 - \frac{5.18}{25} \right) = .02$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	33.21	33.21	7.75		33.21
" overhang	2.0	1.00			1.00
R.Q.D. enclosed	-	-			-
" overhang	-	-			-
Bridge enclosed	80.0	80.00	9.0		80.0
" overhang aft	4.0	3.00			3.00
" overhang forward	2.0	1.00			1.00
F'cle enclosed	31.23	31.23	7.0		31.23
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	152.44	149.44			149.44

Standard Height of Superstructure *6.604*

" " R.Q.D. *✓*

Deduction for complete superstructure *36.03*

Percentage covered $\frac{S}{L} = \frac{149.44}{385.47} = 49.09$

" " $\frac{S_1}{L} = \frac{149.44}{385.47} = 48.13$

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

Percentage from Table, Line B. *34.38*
(corrected for absence of forecastle (if required)) *✓*

Interpolation for bridge less than 2L (if required) *✓*

Deduction = *36.03 × 34.38 = -12.39.*

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	41.04	1	41.04	18.5"	18.50	1	18.50
1/2 L from A.P.	18.26	4	73.04	1.6"	1.60	4	6.40
1/2 L "	4.51	2	9.02	✓	-	2	-
Amidships	-	4	-	✓	-	4	-
1/2 L from F.P.	9.03	2	18.06	✓	-	2	-
1/2 L "	36.53	4	146.12	14.8"	14.80	4	59.2
F.P.	82.08	1	82.08	66.0"	66.00	1	66.0
Total			369.36				150.1

Mean actual sheer aft =
Mean standard sheer aft = } *deficient.*

Mean actual sheer forward =
Mean standard sheer forward = }

Length of enclosed superstructure forward of amidships =
" " aft of " = } *sheer deficient.*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{219.26}{18} \left(.75 - \frac{.2454}{2} \right) = +6.15$

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 = *25.19*

Summer freeboard = *4.44*

Moulded draught (d) = *20.75*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *5.19 = 5 1/4"*

Addition for Winter North Atlantic Freeboard (if required) = *7 1/4"*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 20 \text{ FT. } 6253 \text{ TONS}$
 $\Delta = 21 \text{ FT. } 6605 \text{ "}$
 $\Delta = 22 \text{ FT. } 6950 \text{ "}$

Tons per inch immersion at summer load water line

$T = 20 \text{ FT. } 28.75 \text{ T.P.I.}$
 $T = 21 \text{ FT. } 29.0 \text{ "}$
 $T = 22 \text{ FT. } 29.25 \text{ "}$

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

= $\frac{6579}{40 \times 28.75} = 5.68 = 5 3/4"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient. $\frac{.761 + .68}{1.36} = \frac{1.441}{1.36}$

	+	-
Depth Correction	10.72	-
Deduction for superstructures	-	12.39
Sheer correction	6.15	-
Round of Beam correction02	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	16.89	12.39

Summer Freeboard = *53.25*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood*, Steel, Deck: *4-5 1/4"*

Tropical Fresh Water Line above Centre of Disc *11"*

Fresh Water Line " " *5 3/4"*

Tropical Line " " *5 1/4"*

Winter Line below " " *5 1/4"*

Winter North Atlantic Line " " *7 1/4"*

Tropical Fresh Water Freeboard *3-6 1/4"*

Fresh Water " " *3-11 1/2"*

Tropical " " *4-0"*

Winter " " *4-10 1/2"*

Winter North Atlantic " " *5-0 1/2"*

27 SEP 1945

Lloyd's Register Foundation

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A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

Trade of ship *International*

Names of sister ships *"Argyle Park"*

Builder's name and yard number *St John Wry Dock & Shipbuilding Co Ltd* *Yard No. 21*

Owners *Canadian Government (Park Steamships Co Ltd - Mgrs)*

Fee £



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