

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

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth <u>25.16'</u>	(a) Where D is greater than Table depth (D - Table depth) R = $(25.19 - 20.70) \times 2.388 = +10.72$	Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} = \frac{46.33 \times 12}{50} = 11.12$
Stringer plate <u>.03'</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = $\frac{4.49}{4} = 1.12$	Ship's Round of Beam = <u>11"</u>
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Difference = <u>.12</u>
Depth for Freeboard (D) = <u>25.19</u>		Restricted to <input checked="" type="checkbox"/>
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12^2}{4} \times \left(1 - \frac{5.187}{2} \right) = +.02$

DEDUCTION FOR SUPERSTRUCTURES.

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

Standard Height of Superstructure 6.604

" " R.Q.D.

Deduction for complete superstructure 36.03

Percentage covered $\frac{S}{L} = \frac{149.44}{310.44} = 48.13$

" " $\frac{S_1}{L} = \frac{149.44}{310.44} = 48.13$

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 = $36.03 \times 34.38 = -12.39$

SHEER CORRECTION.

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

Mean actual sheer aft = 18.50
Mean standard sheer aft = 18.50 } deficient.

Mean actual sheer forward = 6.40
Mean standard sheer forward = 6.40

Length of enclosed superstructure forward of amidships = 18.26
" " aft of " = 9.03 } sheer deficient.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{219.26}{18} \left(.75 - \frac{149.44}{620.88} \right) = +6.15$
If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<u>46.01</u>
Addition for Winter and Winter North Atlantic Freeboard.	EXTREME Displacement in salt water at summer load water line	Correction for coefficient. $\frac{.761 + .68}{1.36} = \frac{1.441}{1.36}$	<u>48.75</u>
Depth to Freeboard Deck = <u>25.19</u>	$\Delta = \frac{20 \text{ FT. } 6253 \text{ TONS}}{21 \text{ FT. } 6605 \text{ "}}$	Depth Correction	<u>10.72</u>
Summer freeboard = <u>4.44</u>	Tons per inch immersion at summer load water line	Deduction for superstructures	<u>- 12.39</u>
Moulded draught (d) = <u>20.75</u>	$T = \frac{22 \text{ FT. } 6950 \text{ "}}{21 \text{ FT. } 29.0 \text{ "}}$	Sheer correction	<u>6.15</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{5.19}{4} = 5 \frac{1}{4}$ "	Deduction = $\frac{\Delta}{40T}$ inches = $\frac{6579}{40 \times 28.46} = 5.68 = 5 \frac{3}{4}$ "	Round of Beam correction	<u>.02</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>7 1/4"</u>		Correction for Thickness of Deck amidships	<u>-</u>
		Other corrections, scantlings, etc.	<u>-</u>
		Summer Freeboard = <u>53.25</u>	<u>+ 4.50</u>

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	<u>11"</u>	Tropical Fresh Water Freeboard	<u>3-6 1/4"</u>
Fresh Water Line " "	<u>5 3/4"</u>	Fresh Water " "	<u>3-11 1/2"</u>
Tropical Line " "	<u>5 1/4"</u>	Tropical " "	<u>4-0"</u>
Winter Line below " "	<u>5 1/4"</u>	Winter " "	<u>4-10 1/2"</u>
Winter North Atlantic Line " "	<u>7 1/4"</u>	Winter North Atlantic " "	<u>5-0 1/2"</u>

27 SEP 1945

Lloyd's Register Foundation

004698-004702-0170

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's Shipbuilding Co. Ltd.* *Yard No. 21*

Owners *Canadian Government (Park Steamship Co. Ltd. - mgrs.)*

Fee £.....



© 2021

Lloyd's Register
Foundation