

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>POOLE QUAY</b>	Official Number <b>183045</b>	Nationality and Port of Registry <b>British London.</b>	Gross Tonnage <b>1366</b>	Date of Build <b>1949</b>	Port of Survey <b>Sunderland.</b>
Moulded Dimensions: Length <b>224.34</b> Breadth <b>35.75</b> Depth <b>16.29</b> to Upper Deck <b>20.12</b> to R. Q. R. Deck					Date of Survey <b>Whilst building.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>2342</b> tons					Surveyor's Signature <b>Jas Rennie</b>
Coefficient of fineness for use with Tables <b>4.0 .738.</b>					Particulars of Classification <b>+ 100 A1 (Contemplated)</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>16.29</b> Stringer plate <b>(.53)</b> ... <b>.04</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>16.33</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(16.33 - 14.95) 1.726 = +2.38$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b> If restricted by superstructures <b>✓</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>35.75</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>8.58</b> Ship's Round of Beam = <b>9.00</b> Difference <b>+ .42</b> Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b><math>\frac{.42}{4} \times .2619 = -.03</math></b>
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## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...			1.0		
„ overhang ...					
R.Q.D. enclosed ...	<b>142.09</b>	<b>142.09</b>	<b>3.84</b>	<b>✓</b>	<b>142.09</b>
„ overhang ...					
Bridge enclosed ...					
„ overhang aft ...					
„ overhang forward ...					
Fore enclosed <b>Equipped</b>	<b>22.15</b>	<b>22.15</b>	<b>1.0</b>	<b>✓</b>	<b>22.15</b>
„ overhang ...	<b>1.89</b>	<b>1.85</b>			<b>1.85</b>
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	<b>166.13</b>	<b>165.59</b>			<b>165.59</b>

Standard Height of Superstructure **6.00'**  
 „ „ R.Q.D. **3.829**  
 Deduction for complete superstructure **28.43**  
 Percentage covered  $\frac{S}{L} =$  **74.05**  
 „ „  $\frac{S_1}{L} =$  **73.81**  
 „ „  $\frac{E}{L} =$  **67.68**  
 Percentage from Table, Line A. **67.68**  
 (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 = **28.43 x .6768 = 19.24**

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>32.43</b>	<b>1</b>		<b>32.43</b>	<b>32.5</b>	<b>32.50</b>	<b>1</b>		<b>32.50</b>
$\frac{1}{2}$ L from A.P. ...	<b>14.43</b>	<b>4</b>		<b>57.72</b>	<b>14.44</b>	<b>14.44</b>	<b>4</b>		<b>57.76</b>
$\frac{3}{8}$ L „ ...	<b>3.565</b>	<b>2</b>		<b>7.13</b>	<b>3.62</b>	<b>3.62</b>	<b>2</b>		<b>7.24</b>
Amidships ...	<b>-</b>	<b>4</b>		<b>-</b>	<b>✓</b>	<b>-</b>	<b>4</b>		<b>-</b>
$\frac{3}{8}$ L from F.P. ...	<b>7.135</b>	<b>2</b>		<b>14.27</b>	<b>7.25</b>	<b>7.25</b>	<b>2</b>		<b>14.50</b>
$\frac{1}{2}$ L „ ...	<b>28.87</b>	<b>4</b>		<b>115.48</b>	<b>29.00</b>	<b>29.00</b>	<b>4</b>		<b>116.00</b>
F.P. ...	<b>64.87</b>	<b>1</b>		<b>64.87</b>	<b>65.00</b>	<b>65.00</b>	<b>1</b>		<b>65.00</b>
Total ...				<b>291.90</b>					<b>293.00</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) =$   **$\frac{1.10}{18} (.75 - .3702) = -.02$**   
 If limited on account of midship superstructure. **✓**

Mean actual sheer aft = **Excess.**  
 Mean standard sheer aft = **Excess.**

Mean actual sheer forward = **Excess.**  
 Mean standard sheer forward = **Excess.**

Length of enclosed superstructure forward of amidships = **7.14**  
 „ „ aft of „ = **.5L**

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to **Freeboard Deck** = **20.16** Ft.  
 Summer freeboard = **4.81**  
 Moulded draught (d) = **15.35**

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = **3.84 = 3  $\frac{3}{4}$**

Addition for Winter North Atlantic Freeboard (if required) = **5  $\frac{3}{4}$** 

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta =$  **2632**  
 Tons per inch immersion at summer load water line  
 $T =$  **16.26**

Deduction =  $\frac{\Delta}{40 T}$  inches  
 = **4.05**  
 = **4**

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  **$\frac{.738 + .68}{1.36} = \frac{1.418}{1.36}$**

Depth Correction ... **2.38**  
 Deduction for superstructures ... **19.24**  
 Sheer correction ... **.02**  
 Round of Beam correction ... **.03**  
 Correction for Thickness of Deck amidships ... **45.96**  
 Other corrections, scantlings, etc. ... **-**

**48.34 19.24 + 29.05**  
 Summer Freeboard = **57.64**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Wooden Steel Deck** :-

Tropical Fresh Water Line above Centre of Disc	...	<b>7 <math>\frac{3}{4}</math></b>
Fresh Water Line	„	<b>4 <math>\frac{1}{4}</math></b>
Tropical Line	„	<b>3 <math>\frac{3}{4}</math></b>
Winter Line below	„	<b>3 <math>\frac{3}{4}</math></b>
Winter North Atlantic Line	„	<b>5 <math>\frac{3}{4}</math></b>

Tropical Fresh Water Freeboard	...	<b>4 <math>\frac{9}{16}</math></b>
Fresh Water	„	<b>4 <math>\frac{1}{2}</math></b>
Tropical	„	<b>4 <math>\frac{1}{2}</math></b>
Winter	„	<b>5 <math>\frac{1}{2}</math></b>
Winter North Atlantic	„	<b>5 <math>\frac{3}{4}</math></b>



Pole Quay.

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.

Forecastle :-

$$L/10 = 22.434'$$

$$\text{Forward of } L/10 = 21.00' \text{ endorsed}$$

$$\frac{1.434 \times 11'}{26.0} = \frac{.61}{21.61'} = \text{equivalent enclosed.}$$

$$\text{ohang} = .82'$$

Aft of L/10

$$\text{Enclosed} = \frac{1.816 \times 11.0'}{26.75} = .54'$$

$$\text{ohang} = 1.07'$$

$$\text{Enclosed forward of } L/10 = \begin{array}{r} 21.61' \\ 21.61' \end{array}$$

$$\text{" " " } L/10 = \begin{array}{r} .54' \\ 22.15' \end{array}$$

$$\text{ohang forward of } L/10 = .82' \times 1. = .82'$$

$$\text{" Aft " " " } = \begin{array}{r} 1.07' \times .5 \\ 1.89' \end{array} \quad \begin{array}{r} .53' \\ 1.35' \end{array}$$

Trade of ship

Collier.

Names of sister ships

" POOLE HARBOUR", POOLE CHANNEL, (John Crown & Sons Yard No 221 & 224)

Builder's name and yard number

Wm Pickersgill & Sons YARD No 312.

Owners

Coastwise Colliers Ltd.

Fee £

will be charged on completion.



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Foundation