

*Blue Peter II
38367.*

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING-SHIP, TANKER.)

Index No. 3842
(For London Office only).

Ship's Name "HAIHANG" ex "OTTAWA PARADE"	Official Number -	Nationality and Port of Registry Chinese Shanghai	Gross Tonnage 1300 approx.	Date of Build March, 1946 Alterations July, Aug. 1946	Port of Survey Vancouver, B. C.
Moulded Dimensions: Length <u>210.33</u> ft. Breadth <u>36.5</u> ft. Depth <u>21.66</u> ft.					Date of Survey During alterations in July, 1946 Aug.
Moulded displacement at moulded draught = 85 per cent. of moulded depth (18'-5") (T.P.I. - 15.9) tons					Surveyor's Signature <i>R. M. Scott</i>
Coefficient of fineness for use with Tables <u>735</u>					Particulars of Classification <u>*100 A1 with freeboard</u>

<p>Depth for Freeboard (D).</p> <p>Moulded depth <u>21.66</u></p> <p>Stringer plate 14 lbs. (.34") ... <u>.03</u></p> <p>$2\frac{1}{2}$" Sheathing on exposed deck $\frac{L-S}{L} = \frac{2.5(210.33-27.5)}{210.33} = .18$</p> <p>Depth for Freeboard (D) = <u>21.88</u></p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = $(21.88-14.02) \cdot 618 = +12.72$"</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R = 7.86</p> <p>If restricted by superstructures <input checked="" type="checkbox"/></p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) <u>36'-6"</u></p> <p>Standard Round of Beam = $\frac{B \times 12}{50} = 8.76$</p> <p>Ship's Round of Beam = <u>12"</u></p> <p>Difference = <u>+ 3.24</u></p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^{\circ}}{4} \times (1 - \frac{S_1}{L}) = \frac{3.24 \times .9257}{4} = .75$"</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Peep enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed <i>then</i>	<u>27.5</u>	<u>15.63</u>	<u>7.0'</u>	<input checked="" type="checkbox"/>	<u>15.63</u>
" overhang	<u>4.0'</u>				
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	<u>27.5</u>	<u>15.63</u>			<u>15.63</u>

Standard Height of Superstructure 6.0'

" " R.Q.D.

Deduction for complete superstructure 27.03"

Percentage covered $\frac{S}{L} = 13.07$

" " $\frac{S_1}{L} = 7.43$

" " $\frac{E}{L} =$

Percentage from Table, Line A. 3.71
(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 3.71
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $27.03 \times .0371 = -1.00$ "

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate Ins.	Effective Ordinate	S M	Product
A.P.	31.03	1	31.03	27.0	27.0	1	27.0
1/4L from A.P.	13.81	4	55.24	8.5	8.5	4	34.0
1/2L "	3.415	2	6.83	-	-	2	-
Amidships	-	4	-	-	-	4	-
3/4L from F.P.	6.83	2	13.66	-	-	2	-
1/4L "	27.62	4	110.48	17.5	17.5	4	70.0
F.P.	62.07	1	62.07	45.0	45.0	1	45.0
Total			<u>279.31</u>				<u>176.0</u>

Mean actual sheer aft = 27.0
Mean standard sheer aft = 27.0 } *deficient*

Mean actual sheer forward = 45.0
Mean standard sheer forward = 45.0

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

sheer for'd std aft of std actual =

0	0	1	0	0
6.83	0	3	20.49	0
27.62	17.5	3	82.86	52.5
62.07	45.0	1	62.07	45.0
			<u>165.42</u>	<u>97.5</u>

$\frac{97.5}{165.42} = .589$

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{103.31}{18} \left(.75 - \frac{.0653}{.6847} \right) = +3.93$ "

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.

Ft.
Depth to Freeboard Deck = 21.91

Summer freeboard = 5.46

Moulded draught (d) = 16.45

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.11 = 4"

Addition for Winter North Atlantic Freeboard (if required) = 6"

Deduction for Fresh Water.

Displacement in salt water at summer load water line $\Delta = 2609$

Tons per inch immersion at summer load water line $T = 15.5$

Deduction = $\frac{\Delta}{40T}$ inches = 4.21

= 4 1/4"

TABULAR FREEBOARD corrected for Flush Deck (if required) 25.67

Correction for coefficient. $\frac{.735 + .68}{1.36} = \frac{1.415}{1.36}$

	+	-
Depth Correction	<u>12.72</u>	-
Deduction for superstructures	-	<u>1.00</u>
Sheer correction	<u>3.93</u>	-
Round of Beam correction	-	<u>.75</u>
Correction for Thickness of Deck amidships	<u>.36</u>	-
Other corrections, scantlings, etc. to correspond to a summer moulded draught of 16'-5 1/4" (16'-5 3/8" actual)	<u>23.53</u>	-
	<u>40.54</u>	<u>1.75</u>

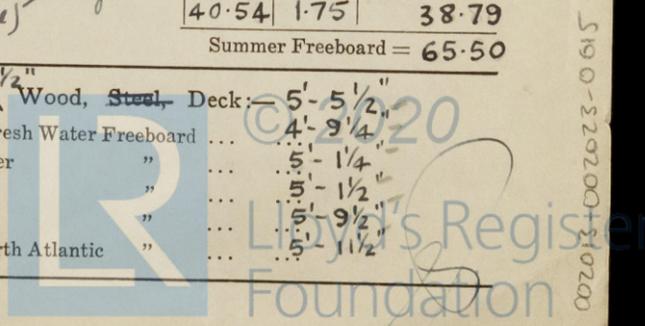
Summer Freeboard = 65.50

*82.3.
12.9.46*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line ^{2 1/2"} Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc	<u>8 1/4"</u>	Tropical Fresh Water Freeboard	<u>5'-5 1/2"</u>
Fresh Water Line " "	<u>4 1/4"</u>	Fresh Water " "	<u>4'-9 1/4"</u>
Tropical Line " "	<u>4"</u>	Tropical " "	<u>5'-1 1/4"</u>
Winter Line below " "	<u>4"</u>	Winter " "	<u>5'-1 1/2"</u>
Winter North Atlantic Line " "	<u>6"</u>	Winter North Atlantic " "	<u>5'-1 1/2"</u>

19.9.46



5190-2292000-210200

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.

This ship ("B" Type Coaster - open shelter deck type) laid up in Vancouver, B. C. after completion in July, 1946 has now been sold by War Assets Corporation to the Chinese Government Supply Agency.

The new Owners desired the ship made a closed shelter deck type and structural alterations to enable her to obtain 30" more draught have been carried out as follows:-

Nos.1 & 2 Holds - 4"x4"x3/8" reverse angles fitted to every 4th frame in Holds (14 frames P. & S.)

Nos.1 & 2 'tween decks - new 6"x3 1/2"x.32" O.A. frames have been fitted between 2nd & upper decks where frames previously extended to upper deck alternately (22 frs. P. & S.).

Ship's side doors permanently closed, Port and Starboard.

Bulkhead 69 - Tonnage openings permanently closed by plates welded all round and stiffeners fitted in way. 1 - 5" dia. screw down non-return valve, P.&S. in original tonnage well, now removed & opening in shell closed W.T. by an efficient welded steel plate.

Upper deck - tonnage opening hatch removed also wood deck in way. Deck opening plated over with beams under, bracketted to hatch side girder.

Fore end of boiler casing extended to form a wash place.

Steel doors in halves fitted at aft and fore ends of after side house passage, Port and Starboard and at after end of midship deckhouse passageway, Port side, -

Doors operated from each side.

Alterations have also been affected to accommodation to suit new Owners requirements.

Intermediate Displacements and Tons per Inch

15'-6" W. L.	=	2417	tons	Displ.	T. P. I.	=	15.3
16'-6" W. L.	=	2609	"	"	"	=	15.5
17'-6" W. L.	=	2799	"	"	"	=	15.7

Forecastle :- 27.50
less .14 21.03 x .589 = 12.39
 6.47 x .5 = 3.24
Equivalent enclosed length = 15.63

Trade of ship.....International.....
Names of sister ships....."B" Type Coaster.....
Builder's name and yard number.....Burrard Dry Dock Co. Ltd., Yard No. 247. (Conversion by Burrard Dry Dock Co. Ltd.).....
Owners.....Chinese Government Supply Agency......
Fee \$40.00.....



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