

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

25 AUG 1931

Ship's Name ESS. KILLARNEY ET FRANCIS STOREY	Official Number 14 5986	Nationality and Port of Registry Irish Republic Cork	Gross Tonnage 464	Date of Build 1922 - 11	Port of Survey Rushbrooke
Moulded Dimensions: Length 152.0' ✓ Breadth 40' ✓ Depth 11.33' ✓					Date of Survey 16. 8. 31
Moulded displacement at moulded draught = 85 per cent. of moulded depth tons					Surveyor's Signature L. H. Waggott
Coefficient of fineness for use with Tables .68 ✓					Particulars of Classification Reclassification

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 11.33	(a) Where D is greater than Table depth (D - Table depth) R = 11.61 - 10.13 = +1.73" ✓	Moulded Breadth (B) 40.0 ✓
Stringer plate 2.03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 1.48	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{480}{50} = 9.6$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$.25	If restricted by superstructures ✓	Ship's Round of Beam = 10 ✓
Depth for Freeboard (D) = 11.61		Difference = .4 ✓
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.4}{4} = .1$ ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

FLUSH DECK

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

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

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

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

Percentage from Table, Line A.
(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 = **NIL** ✓

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	25.20	1		25.20	30.0	25.20	1		25.20
$\frac{1}{8}L$ from A.P.	11.215	4		44.86	13.25	11.215	4		44.86
$\frac{2}{8}L$ "	2.77	2		5.54	4.80	2.77	2		5.54
Amidships	✓	4		✓	0	✓	4		✓
$\frac{2}{8}L$ from F.P.	5.54	2		11.08	.75	5.50	2		11.00
$\frac{1}{8}L$ "	22.43	4		89.72	5.5	22.00	4		88.00
F.P.	50.40	1		50.40	12.00	50.40	1		50.40
Total				226.80					111.10

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{115.70}{18} \times .75 = +4.82$

If limited on account of midship superstructure.

Mean actual sheer aft = **Excess** ✓

Mean standard sheer aft =

Mean actual sheer forward = **DEFICIENT** ✓

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **DEFICIENT**

" " aft of " = **SHEER**

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 11.61 Summer freeboard = 4.08 Moulded draught (d) = 7.53 ✓ Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 2" Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40 T}$ inches = 2" <i>as before.</i>	TABULAR FREEBOARD corrected for Flush Deck (if required) 18.06 Correction for coefficient NIL <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr><td>Depth Correction</td><td>1.73</td><td>✓</td></tr> <tr><td>Deduction for superstructures</td><td>✓</td><td>✓</td></tr> <tr><td>Sheer correction</td><td>4.82</td><td>✓</td></tr> <tr><td>Round of Beam correction</td><td>✓</td><td>.10</td></tr> <tr><td>Correction for Thickness of Deck amidships</td><td>✓</td><td>✓</td></tr> <tr><td>Other corrections, scantlings, etc. corresponding to an assumed mould draught (Subdivision) of 7'-6 1/2"</td><td>24.49</td><td>✓</td></tr> <tr><td>Summer Freeboard =</td><td>136.94</td><td></td></tr> </tbody> </table>		+	-	Depth Correction	1.73	✓	Deduction for superstructures	✓	✓	Sheer correction	4.82	✓	Round of Beam correction	✓	.10	Correction for Thickness of Deck amidships	✓	✓	Other corrections, scantlings, etc. corresponding to an assumed mould draught (Subdivision) of 7'-6 1/2"	24.49	✓	Summer Freeboard =	136.94	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	Not ASSIGNED.
Fresh Water Line " "	2"
Tropical Line " "	Not ASSIGNED.
Winter Line below " "	NIL
Winter North Atlantic Line " "	Not ASSIGNED.

Tropical Fresh Water Freeboard	3.11
Fresh Water " "	4.08
Tropical " "	1.73
Winter " "	4.71
Winter North Atlantic " "	4.08

NOT ASSIGNED FOR SERVICE ONLY.

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 Harbour Ferry Services

Names of sister ships "BLARNEY" Similar type fuselage.

Builder's name and yard number Ailsa S. B. Ltd of Troon

Owners Dork Harbour Commissioners - Dork.

Fee £ 10 . 0 . 0



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