

25 MAY 1933

B.T. COPY

Rpt. C.11.

Index. No. 34354  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

18399.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Leith</i>
having <i>Raised Quarter Deck Bridge &amp; Foli</i>					Date of Survey <i>While building</i>
(Type of Superstructures.)					Name of Surveyor <i>Ernest Edwards</i>
Ship's Name <i>"PARKWOOD"</i>	Nationality and Port of Registry <i>UK Middlesbrough</i>	Official Number <i>160738</i>	Gross Tonnage <i>1049.4</i>	Date of Build <i>1933</i>	Particulars of Classification <i>+100A1</i>
Moulded Dimensions: Length <i>199.83</i> Breadth <i>33.08</i> Depth <i>16.5</i>					<i>contemplated</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>1978</i> tons					<i>"With freeboard corresponding to a summer moulded draught of 15'-0 3/4"</i>
Coefficient of fineness for use with Tables <i>74.70</i>					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ... ..	<i>16.5</i>	(a) Where D is greater than Table depth	<i>+ 4.94</i>	Moulded Breadth (B)	<i>33.08</i>
Stringer plate ... ..	<i>.03</i>	(D-Table depth) R =	<i>(16.53-13.33)/1.537</i>	Standard Round of Beam = $\frac{B \times 12}{50}$	<i>7.94</i>
Sheathing on exposed deck	<i>nil</i>	(b) Where D is less than Table depth (if allowed)	<i>✓</i>	Ship's Round of Beam	<i>= 8.00</i>
$T \left( \frac{L-S}{L} \right) =$		(Table depth-D) R =		Difference	<i>.06</i>
Depth for Freeboard (D) =	<i>16.53</i>	If restricted by superstructures	<i>✓</i>	Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<i>= .06 \times .1572 = .01</i>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<i>✓</i>					Standard Height of Superstructure <i>6.0</i>
" overhang ... ..	<i>✓</i>					" " R.Q.D. <i>3.667</i>
R.Q.D. enclosed ... ..	<i>133.5</i>	<i>133.5</i>	<i>4.5</i>		<i>133.5</i>	Deduction for complete superstructure <i>25.98</i>
" overhang ... ..	<i>✓</i>					Percentage covered $\frac{S}{L} = \frac{169.83}{199.83} = .85 = 85.00\%$
Bridge enclosed ... ..	<i>10.5</i>	<i>10.5</i>			<i>10.5</i>	" " $\frac{S_1}{L} = \frac{169.83}{199.83} = .85 = 85.00\%$
" overhang aft ... ..	<i>✓</i>					" " $\frac{E}{L} = \frac{169.175}{199.83} = .8466 = 84.28\%$
" overhang forward ... ..	<i>23.01</i>	<i>23.01</i>			<i>23.01</i>	Percentage from Table, Line A. <i>80.61%</i>
Fore enclosed ... ..	<i>23.83</i>	<i>23.21</i>	<i>7.0</i>		<i>23.21</i>	(corrected for absence of forecastle (if required))
" overhang ... ..	<i>2.82</i>	<i>2.62</i>	<i>7.0</i>		<i>2.62</i>	Percentage from Table, Line B.
Trunk aft ... ..	<i>✓</i>					(corrected for absence of forecastle (if required))
" forward ... ..	<i>✓</i>					Interpolation for bridge less than 2L (if required)
Tonnage opening aft ... ..	<i>✓</i>					Deduction = $25.98 \times .8061 = 20.94$
" " forward ... ..	<i>✓</i>					
Total ... ..	<i>169.83</i>	<i>168.42</i>			<i>168.42</i>	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual shear aft =	Mean standard shear aft =
A.P. ... ..	<i>29.98</i>	1		<i>29.98</i>	<i>24</i>	<i>34</i>	1		<i>34.00</i>	<i>34.00</i>	<i>34.00</i>
1/4 L from A.P. ... ..	<i>13.34</i>	4		<i>53.36</i>	<i>10.75</i>	<i>15.13</i>	4		<i>60.52</i>	<i>60.52</i>	<i>60.52</i>
1/2 L " ... ..	<i>3.30</i>	2		<i>6.60</i>	<i>2.75</i>	<i>3.74</i>	2		<i>7.48</i>	<i>7.48</i>	<i>7.48</i>
Amidships ... ..	<i>✓</i>	4		<i>✓</i>	<i>0</i>	<i>0</i>	4		<i>✓</i>	<i>✓</i>	<i>✓</i>
3/4 L from F.P. ... ..	<i>6.60</i>	2		<i>13.20</i>	<i>8.75</i>	<i>8.75</i>	2		<i>17.50</i>	<i>17.50</i>	<i>17.50</i>
3/4 L " ... ..	<i>26.68</i>	4		<i>106.72</i>	<i>34.75</i>	<i>34.75</i>	4		<i>139.00</i>	<i>139.00</i>	<i>139.00</i>
F.P. ... ..	<i>59.96</i>	1		<i>59.96</i>	<i>78</i>	<i>78</i>	1		<i>78.00</i>	<i>78.00</i>	<i>78.00</i>
Total ... ..				<i>269.82</i>					<i>813.36</i>	<i>813.36</i>	<i>813.36</i>
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{269.82}{18} \left( .75 - \frac{66.68}{199.83} \right) = \frac{66.68}{18} \left( .75 - .334 \right) = \frac{66.68}{18} \times .416 = 1.54$										Mean actual shear aft = <i>34.00</i>	
If limited on account of midship superstructure, <i>= -1.204</i>										Mean standard shear aft = <i>34.00</i>	
										Length of enclosed superstructure forward of amidships = <i>22L</i>	
										" " aft of " = <i>5L</i>	

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Plush Deck (if required)	23.07
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line <i>15.2</i>	Correction for coefficient $\frac{.68 + .747}{1.36} = \frac{1.427}{1.36}$	24.21
Depth to Freeboard Deck = <i>21.03</i>	$\Delta = 2160$	Depth Correction ... ..	<i>4.923</i>
Summer freeboard = <i>5.97</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..	<i>20.94</i>
Moulded draught (d) = <i>15.06</i>	T = <i>13.20</i>	Sheer correction ... ..	<i>1.20</i>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>3 3/4</i>	Deduction = $\frac{\Delta}{40T}$ inches = <i>4.1</i>	Round of Beam correction ... ..	<i>54.00</i>
Addition for Winter North Atlantic Freeboard (if required) = <i>2</i>	<i>= 4</i>	Correction for Thickness of Deck amidships ... ..	<i>10.75</i>
		Other corrections, scantlings, etc. <i>11.00</i>	<i>11.00</i>
		and to correspond to an approved Summer Moulded Draught <i>15'-0 3/4"</i>	<i>69.68</i>
		Summer Freeboard = <i>71.75</i>	<i>71.75</i>

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ... ..	<i>7 3/4"</i>	Tropical Fresh Water Freeboard ... ..	<i>5'-11 3/4"</i>
Fresh Water Line " " ... ..	<i>4"</i>	Fresh Water " " ... ..	<i>5'-7 3/4"</i>
Tropical Line " " ... ..	<i>3 3/4"</i>	Tropical " " ... ..	<i>5'-8"</i>
Winter Line below " " ... ..	<i>3 3/4"</i>	Winter " " ... ..	<i>6'-3 3/4"</i>
Winter North Atlantic Line " " ... ..	<i>5 3/4"</i>	Winter North Atlantic " " ... ..	<i>6'-5 1/2"</i>

5m, 3.32.

MARKING FORM  
21 JUL 1933  
RECEIVED

MARKING FORM  
1 JUN 1933  
RECEIVED

Lloyd's Register  
Foundation

003620-003624-020212



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

		HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS						
		Upper D <sup>1</sup>	RQD <sup>1</sup>	RQD <sup>2</sup>				
Description of Hatchway		N <sup>1</sup>	N <sup>2</sup>	N <sup>3</sup>				
Dimensions of Hatchway		24' 6"	28' 5"	28' 5"				
COAMINGS	Height above Deck	4' 3"	4' 1"	4' 1"				
	Thickness	4 1/4"	4 1/4"	4 1/4"				
	Sides	4 1/4"	4 1/4"	4 1/4"				
	Stiffeners	4 1/4"	4 1/4"	4 1/4"				
Brackets, Stays		7x3x4 L	7x3x36 L	7x3x36 L				
		8' 0" apart						
HATCH BEAMS	Number	3	4	4				
	Spacing	6' 0" aft	5' 8 1/2" aft	5' 8 1/2" aft				
	Scantling and Sketch							
	Bearing Surface	22"x38" angles 4x3x44" 3	16"x34" angles 3x4x44" 3	16"x34" angles 3x4x44" 3				
FORE AND AFTERS	Number							
	Spacing							
	Unsupported Lengths							
	Scantling and Sketch							
Bearing Surface								
HATCH COVERS	Material	White pine w.p.	w.p.	w.p.				
	Thickness	3"	3"	3"				
	How fitted	4" fore & aft						
	Bearing Surface	4"	4"	4"				
Spacing of Cleats		14"	24"	24"				
Number of Tarpaulins		2	2	2				

\*Are wood fore and afters steel shod at all bearing surfaces? *yes*  
 Are battens and wedges efficient and in good condition? *yes*  
 Are tarpaulins in good condition and in accordance with rule requirements? *yes*  
 Are lashings provided in accordance with rule requirements? *yes*

Particulars of fiddle, funnel and ventilator coamings: *Fiddle top of funnel, the openings have steel rod gratings fitted with steel plates over same, hinged & secured with metal clips. Engine room skylight is of steel. The funnel & ventilator coamings are efficient. For particulars of openings to bunkers see sketches.*

Particulars of Flush Bunker Scuttles:—

*none*

Particulars of Companionways:—

*The companion to accommodation in Bridge space is within the Captain's house, the opening in Captain's house is 4' 9" x 2' 4" with 18" sill, closed with hinged wood door & can be manipulated from both sides.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

*on Upper D<sup>1</sup>:—1 @ 12" dia x 34, 42" above deck, to hold  
 " RQD<sup>1</sup>:—1 @ 12" " x 34, 45" " " "  
 " " " " " " " " " " "  
 " Bridge D<sup>1</sup>:—3 @ 5" " x 34, 36" " " "  
 " Foeli D<sup>1</sup>:—2 @ 6" " x 30, 36" " " " accommodation*

*Wood plugs & canvas covers & lashings are provided for all coamings;*

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

*on Foeli D<sup>1</sup> to Fore Peak Tank:—2 @ 2 1/2" dia x 18" above deck  
 " Forward Well D<sup>1</sup> to N<sup>1</sup> D<sup>1</sup> Tank, fwd:—2 @ 2 1/2" " x 36" " "  
 " " " " " " " " " " "  
 " RQD<sup>1</sup> to N<sup>2</sup> D<sup>1</sup> Tank, fwd:—2 @ 2" " x 30" " "  
 " " " " " " " " " " "  
 " " " " " " " " " " "*

*Wood plugs are provided for all air pipes & holes drilled at top of bunks.*

Particulars of Gangway Cargo and Coaling Ports:—

*none*

Particulars of Scuppers and Sanitary Discharge Pipes:—

*Scuppers on RQD<sup>1</sup>:—4 on each side, 6"x3" do not pass through deck.  
 " " " " " " " " " " "  
 " " " " " " " " " " "  
 Bridge Accommodation:—One 4" dia. soil pipe & one 2" dia. waste pipe on Port side, do not pass through upper deck & has storm valve fitted at their opening.  
 Accommodation in Foeli:—One 4" soil pipe & one 2" waste pipe, do not pass through upper D<sup>1</sup>; storm valve fitted at their opening.*

Particulars of Side Scuttles:—

*none*

Particulars of Guard Rails:—

*Foeli guard rails:—3' 0" high, rails 1' 6" apart, stanchions 4' 6" apart,  
 Solid bulwark elsewhere.*

Particulars of Gangways, Lifelines, etc.:—

*To accommodation in Foeli:—platform from ladders to hatchway top & life line.*

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well RQD <sup>1</sup>	133' 6"	3' 3"	(42x3) 12' 0" x 8 1/2" (4) 7' 0" x 8 1/2"	3 1	30	26.7
Forward Well	30' 0"	3' 6"	14' 0" x 8 1/2"	1	9 3/4	9 1/2
State position of each freeing port (F. and A. position and height above deck edge) <i>from forward end of RQD<sup>1</sup> 12' → 12' → 12' → 12' → 24' → 24'</i> State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: <i>bars or shutters not fitted. Freeing ports 4 1/2" above RQD<sup>1</sup>. 978 " " " "</i> Additional area where sheer is less than standard. <i>✓</i>						

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓		3"x3"x30"					
Raised Quarter Deck Bulkhead	30	30	6"x3"x34 L	30"	overlaps bounding angles	none	✓	—
Bridge, After Bulkhead	✓		6"x3"x30 L	30"	lugs	none	✓	—
Bridge, Forward Bulkhead	33	30	6"x3"x34 L	30"	overlaps bounding angles	4' 0 1/2" x 3' 0 1/2"	18"	7' 0"
Forecastle Bulkhead	23	23	3 1/2"x2 1/2"x27	30"	overlaps bounding angles	4' 6" x 2' 0"	18"	7' 0"
Trunk, Aft	✓							
Trunk, Forward	✓		" " " "					
Exposed Machinery Casings on Raised Quarter Decks	30	26	3"x3"x3	27	overlaps bounding angles	4' 6" x 2' 0"	18"	7' 0"
Exposed Machinery Casings on Superstructure Decks	✓							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓							
Deckhouses on Flush Deck Ships	✓							

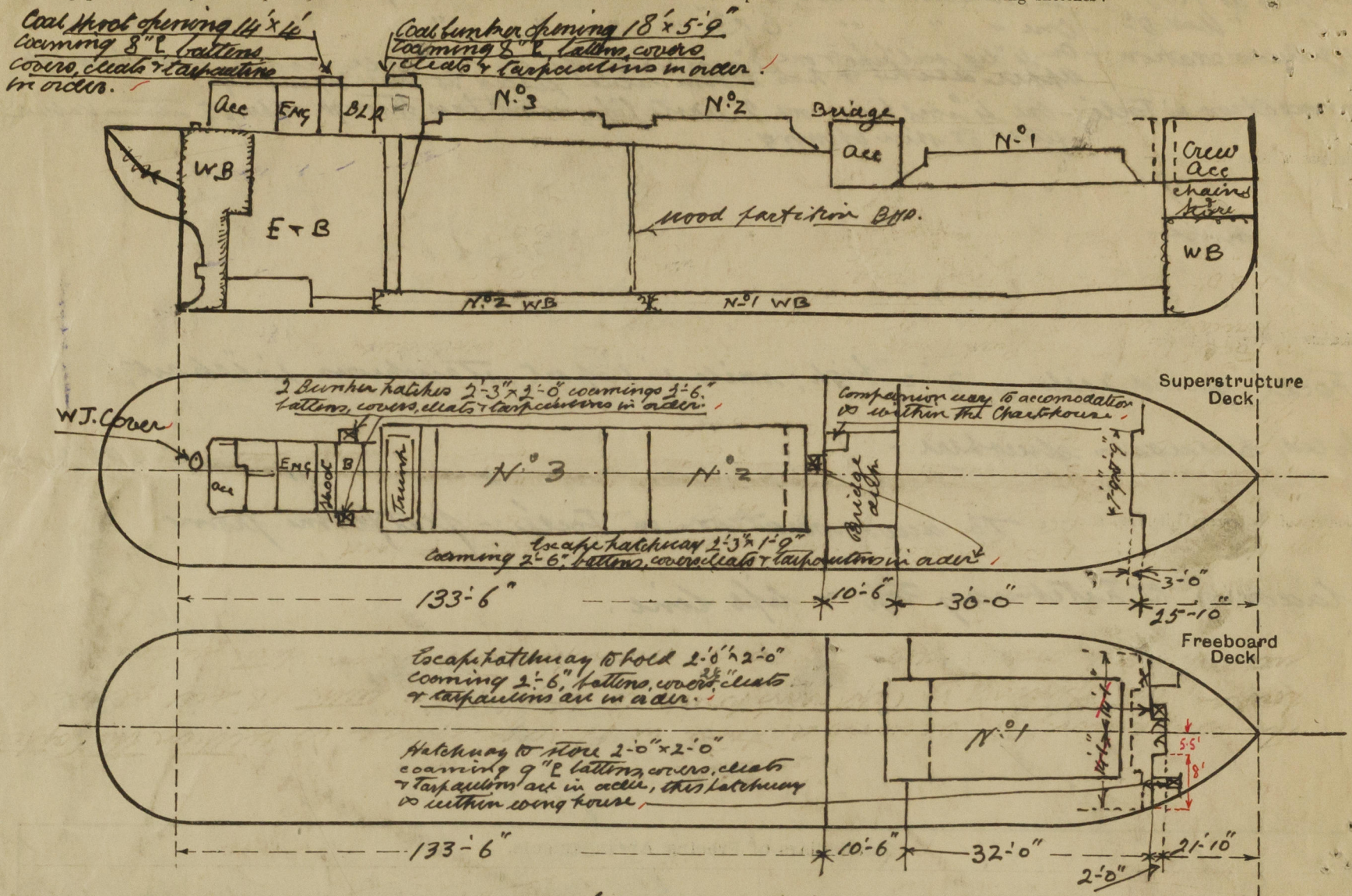
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	✓
Raised Quarter Deck Bulkhead	<i>none opening</i>
Bridge, After Bulkhead	<i>none opening</i>
Bridge, Forward Bulkhead	<i>none opening</i>
Forecastle Bulkhead	<i>Two wood doors into Foeli, Two steel doors into lamp wash room all capable of being manipulated from both sides.</i>
Exposed Machinery Casings on Raised Quarter Deck	<i>Four steel doors hinged, can be manipulated from both sides.</i>
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓
Deckhouses on Flush Deck Ships	✓



# Parkwood

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



The escape & small bunker hatches on weather decks are fitted with  $2\frac{1}{2}$ " WP covers having  $2\frac{1}{2}$ " bearing surface, two cleats on each side, and 2 Tarpaullins each supported.

State any special features in the construction of the ship:—

$$\begin{aligned} \text{Forecastle} &= 21.83 + \frac{2 \times 8}{13.5} = 23.01 \\ \text{Overhang} &= 2.82 \\ \hline &25.83 \end{aligned}$$

Builder's name and yard number.

The Burntland SBC Co Ltd

177

Names of sister ships.

OWNERS

Joseph Constantine & S Sons Ltd

Fee £

Received by me

Gross tonnage not yet assigned  
Fee to be charged with F.E. fee

JWT



© 2021

Lloyd's Register Foundation