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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Index. No. 33686  
(For London Office only.)

NOV 19 1937

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having Forecastle and poop with continuous trunk between  
7'-6" high.  
(Type of Superstructures.)

Port of Survey Toronto, Canada,  
while afloat.

Date of Survey September 14th, 1937

Name of Surveyor John Stephen

Ship's Name "SIMCOLITE"  
Imperial Lineal  
Nationality and Port of Registry British  
Montreal  
Official Number 155282  
Gross Tonnage 1919  
Date of Build 1930  
4 mo.

Moulded Dimensions: Length 250'-0" Breadth 43'-0" Depth 18'-0"  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 3790 tons FW.  
Coefficient of fineness for use with Tables .83

original  
Particulars of Classification +100 A1. Carrying  
Petroleum in Bulk. For service  
on the Great Lakes.  
(Withdrawn from class 8, 36)

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	18.0'	(a) Where D is greater than Table depth (D-Table depth) R = (18.04 - 16.67) 1.37 = + 2.63"		Moulded Breadth (B)	43.0'
Stringer plate	.04'	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓		Standard Round of Beam = $\frac{B \times 12}{50}$	10.32"
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ no sheathing				Ship's Round of Beam	11.00"
Depth for Freeboard (D) =	18.04'	If restricted by superstructures ✓		Difference	speed = .68"
				Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	$\frac{.68}{4} \times .2837 = -.05"$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	62.00	62.00	7.5'	✓	62.00
" overhang ...	✓				
R.Q.D. enclosed ...	✓				
" overhang ...	✓				
Bridge enclosed ...	✓				
" overhang aft ...	✓				
" overhang forward ...	✓				
Trunk enclosed ...	41.00	41.00	7.5'	✓	41.00
" overhang ...	✓				
" forward ...		76.06	7.5'	✓	76.06
Tonnage opening aft ...					
" forward ...					
Total ...	103.00	179.06			179.06

Standard Height of Superstructure 6.00'  
" " R.Q.D. ✓  
Deduction for complete superstructure 31.00"  
Percentage covered  $\frac{S}{L} = 41.20$   
" "  $\frac{S_1}{L} = 71.63$   
" "  $\frac{E}{L} = 71.63$   
Percentage from Table, Line A. TANKER 65.01  
(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 =  $31.00 \times .6501 = 20.15"$

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	35.00	1		35.00	24"	24.00	1		24.00
$\frac{1}{2}$ L from A.P. ...	15.545	4		62.30	375.4"	3.75	4		15.00
$\frac{3}{8}$ L " ...	3.85	2		7.70	0"	-	2		-
Amidships ...	-	4		-	0"	-	4		-
$\frac{3}{8}$ L from F.P. ...	7.70	2		15.40	0"	-	2		-
$\frac{1}{2}$ L " ...	31.15	4		124.60	750.8"	7.50	4		30.00
F.P. ...	70.00	1		70.00	48"	48.00	1		48.00
Total ...				315.00					117.00

Mean actual sheer aft = Deficient  
Mean standard sheer aft  
Mean actual sheer forward = Deficient  
Mean standard sheer forward  
Length of enclosed superstructure forward of amidships = } Deficient  
" " aft of " = } Sheers.

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{198.00}{18} (.75 - .206) = + 5.98"$   
If limited on account of midship superstructure. ✓  
If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ✓

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.  
Depth to Freeboard Deck = 18.04  
Summer freeboard = 1.58  
Moulded draught (d) = 16.46  
Deduction for Tropical freeboard and Addition for INTERMEDIATE Winter freeboard =  $\frac{d}{4}$  inches = 4.11 = 4"  
Addition for Winter North Atlantic Freeboard (if required) =  $\frac{d}{2} = 8.23 = 8\frac{1}{4}"$

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

TABULAR FREEBOARD corrected for Flush Deck (if required)		27.50	
Correction for coefficient $\frac{.83 + .68}{1.36} = \frac{1.51}{1.36}$		30.54	
Depth Correction	2.63	-	
Deduction for superstructures	-	20.15	
Sheer correction	5.98	-	
Round of Beam correction	-	.05	
Correction for Thickness of Deck amidships	-	-	
Other corrections, scantlings, etc.	-	-	
	8.61	20.20	- 11.59
Summer Freeboard =			18.95

SUMMER FREEBOARD amidships from Centre of Diamond to top of Deck Line, Wood, Steel, Deck: -

26 NOV 1937	Tropical Fresh Water Line above Centre of Diamond ...	✓
	Fresh Water Line " " ...	✓
	Tropical Line " " ...	✓
INTERMEDIATE	Winter Line below CENTRE OF DIAMOND ...	4"
	Winter North Atlantic Line " " " ...	8 1/4"

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See Rpt C 11 (copy) attached  
18/2/38

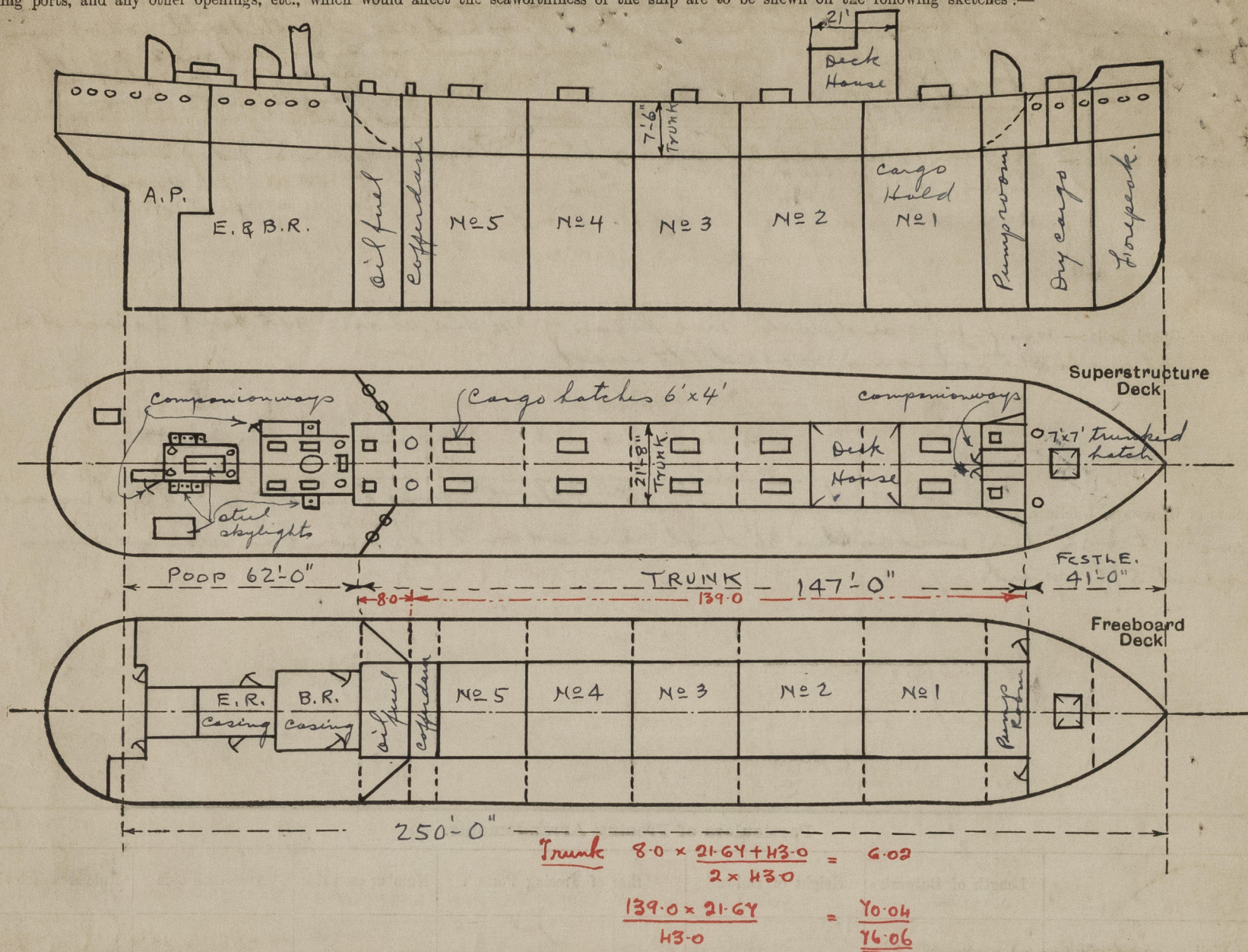






# IMPERIAL SIMCOE

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:—



State any special features in the construction of the ship:— This vessel was originally built to the Society's class +100A1 "For service on the Great Lakes", but was withdrawn from class at the owner's request in August 1936. She has been periodically examined by the Canadian Government Steamship Inspectors and was last seen by them in dry dock in April 1937.

Builder's name and yard number *Summers Shipbuilding Co. Ltd.*

Yard No. *171*

Names of sister ships *"Acadialite" "Windsolite"*

Owners *Imperial Oil Shipping Co. Ltd.*

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Received by me



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