

See also B.C. Comp.
dated 4/4/39 and
passed by Committee of
B.C. on 1/5/40.

LLOYD'S REGISTER OF SHIPPING

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SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received
Index No.
Govt. Copy
Owners C11

Ship's Name "GEORGE HINDMAN" EX. "RISACUA"	Official Number 150,232	Nationality and Port of Registry British Owen Sound	Gross Tonnage 1936.20	Date of Build 4/1921.	Port of Survey <u>Owen Sound, Ont., Canada.</u> Date of Survey <u>March 17th, 1954.</u> Surveyor's Signature <u>[Signature]</u> contemplated Particulars of Classification <u>100 A1</u> <u>and River St. Lawrence.</u> <u>'Great Lakes Service'</u>
Moulded Dimensions: Length <u>251' 10"</u> Breadth <u>42' 6"</u> Depth <u>21' 0 1/2"</u> Freeboard Length <u>251' 10"</u> (<u>251.83'</u>) Moulded displacement at moulded draught = 85 per cent. of moulded depth tons (excluding bossing) Coefficient of fineness for use with Tables <u>.83</u> (<u>from previous comp.</u>)					

DEPTH FOR FREEBOARD (D). Moulded depth 21.042' Stringer plate 27 LBS... .66"055' Wood Sheathing on exposed deck Nil $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>21.10</u>	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = <u>(21.10 - 16.79) 1.937 = + 8.35</u> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = - If restricted by superstructures -	ROUND OF BEAM CORRECTION. Moulded Breadth (B) <u>42.50'</u> Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>10.20'</u> Ship's Round of Beam = <u>6"</u> Difference (deficiency) = <u>4.20</u> Restricted to Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{4.20}{4} \times \left(1 - \frac{40.43}{251.83} \right) = \frac{4.20}{4} \times .8438 = +.50' $
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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	92'	92.00	3'	3.00	68.58
" overhang	Nil				
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	40'	40.00	5'	5.00	39.23
" overhang	Nil				
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	132.00	132.00			101.81

Standard Height of Superstructure 6.0183'
 " " R.Q.D. 4.0244'
 Deduction for complete superstructure 31.183'
 Percentage covered $\frac{S}{L} =$ 52.4%
 " " $\frac{S_1}{L} =$ 40.43%
 Percentage from Table, Line A. 23.87%
 (corrected for absence of fore-castle (if required))
 Percentage from Table, Line B.
 (corrected for absence of fore-castle (if required))
 Interpolation for bridge less than .2L (if required)
 Deduction = 31.183' x .2387 = - 7.44'

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	35.18	1	35.18	8"	8.00	1	8.00		
1/4 L from A.P.	15.00	4	60.00	.5"	0.50	4	2.00		
1/2 L "	3.87	2	7.74	0	0.00	2	0.00		
Amidships	0	4	0	0	0.00	4	0		
3/4 L from F.P.	7.74	2	15.48	0	0.00	2	0.00		
3/4 L "	31.31	4	125.24	2.5"	6.25	4	10.00		
F.P.	10.37	1	10.37	21"	21.00	1	21.00		
Total			316.65				41.00		

Mean actual sheer aft
 Mean standard sheer aft = } Deficient.
 Mean actual sheer forward
 Mean standard sheer forward = }
 Length of enclosed superstructure forward of amidships = } No superstructure amidships.
 " " aft of " = }
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{S}{2L} \right) = \frac{275.65}{18} \times \left(\frac{175}{4879} \right) = + 7.47'$
 If limited on account of midship superstructure.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = <u>21.10</u> Summer freeboard = <u>3.60</u> Moulded draught (d) = <u>17.50</u> Keel allowance = Extreme draught = Deduction for Tropical Freeboard and Addition for Winter Freeboard Winter freeboard = $\frac{d}{4}$ inches = <u>4.375 = 4 3/8</u> Addition for Winter North Atlantic Freeboard (if required) = $\frac{d}{2}$ inches = <u>8.75 = 8 3/4</u>	Deduction for Fresh Water Freeboard. 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 = $\frac{17.5 \times 3}{5.75} = 5 3/4$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.83 + .68}{1.36} = 1.51$ Depth Correction 8.35 Deduction for superstructures 7.44 Sheer correction 7.47 Round of Beam correction50 Correction for Thickness of Deck amidships Other corrections, scantlings, etc. to correspond to summer mid. draught of 17' 6". <u>.78</u> Summer Freeboard = <u>43.25</u>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Weld~~ Steel, Deck :-

	Tropical Fresh Water Line above Centre of Disc	Fresh Water Line	Midsummer Tropical Line	Intermediate Winter Line	Winter North Atlantic Line
			0' - 5 1/4"	0' - 4 1/2"	0' - 8 3/4"

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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 Cargo in bulk, on Great Lakes and River St. Lawrence.

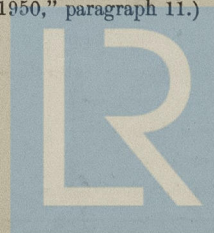
Names of sister ships _____

Builder's name and yard number Midland Shipbuilding Co. Ltd. Yard No. 9.

New Owners Hindman Transportation Co. Ltd., Owen Sound, Ontario, Canada.

Fee \$90.00 : _____

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950," paragraph 11.)



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