

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Index. No. **22535**
 (For London Office only.)

Computation of Freeboard for ~~Steam~~ Sailing Ship, ~~1887~~
 having Flush Deck.

(Type of Superstructures.)

Ship's Name "Hooke"	Nationality and Port of Registry Kr. Goole	Official Number 128879	Gross Tonnage 232 <small>195 NET</small>	Date of Build 1912 <small>-9 mo.</small>
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Port of Survey Goole

Date of Survey 13th October 1932

Name of Surveyor S. Knoffart

Moulded Dimensions: Length 115' Breadth 22' Depth 10'6"

Moulded displacement at moulded draught = 85 per cent. of moulded depth 548 tons

Coefficient of fineness for use with Tables .849

Particulars of Classification 100 A1
Barge for being towed.
S.S. Act. No. 3-9.25: S.S. Act. No. 1-30

Depth for Freeboard (D) Moulded depth ... <u>10'6"</u> Stringer plate ... <u>.03</u> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>10.53</u>	Depth correction (a) Where D is greater than Table depth (D-Table depth) R = $(10.53 - 7.67) \cdot 884 = 2.53$ (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>22'</u> Standard Round of Beam = $\frac{B \times 12}{50} = 5.28$ Ship's Round of Beam = <u>4"</u> Difference <u>excess 1.72</u> Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{1.72}{4} = .43$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...						Standard Height of Superstructure
" overhang ...						" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure
" overhang ...						Percentage covered $\frac{S}{L} =$
Bridge enclosed ...						" " $\frac{S_1}{L} =$
" overhang aft ...						" " $\frac{E}{L} =$
" overhang forward ...						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed ...						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
" overhang ...						Interpolation for bridge less than 2L (if required)
Trunk aft ...						Deduction =
" forward ...						
Tonnage opening aft ...						
" " forward ...						
Total ...						

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	21.50	1		21.50	27.00	27.00	1		27.00	Mean actual sheer aft = deficient
$\frac{1}{4}$ L from A.P. ...	9.57	4		38.28	9.50	8.55	4		34.20	Mean actual sheer forward = deficient
$\frac{3}{4}$ L " ...	2.37	2		4.74	2.25	1.05	2		2.10	Mean standard sheer forward
Amidships ...	-	4		-	0	-	4		-	Length of enclosed superstructure forward of amidships =
$\frac{3}{4}$ L from F.P. ...	4.73	2		9.46	3.00	2.50	2		5.00	" " aft of " =
$\frac{1}{4}$ L " ...	19.14	4		76.56	12.50	11.50	4		46.00	
F.P. ...	43.00	1		43.00	39.00	39.00	1		39.00	
Total ...				193.54		189.00			153.30	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{40.24}{18} \times .75 = (+) 1.68$

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 = 10.53 Ft.
 Summer freeboard = 1.50
 Moulded draught (d) = 9.03

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =
 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 = not available

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

$\frac{d}{4} = 2.26$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction ...	2.53	
Deduction for superstructures ...		
Sheer correction ...	1.68	
Round of Beam correction43
Correction for Thickness of Deck amidships ...		
Other corrections, scantlings, etc. ...		
	4.21	.43 (+) 3.78

Summer Freeboard = 18.64

FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck:-

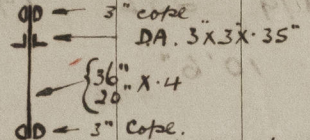
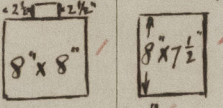
Fresh Water Line	"	2 1/4"
"	"	"
"	"	"
"	"	"

Freeboard	"	"
Fresh Water	"	1 - 3 1/4"
"	"	"
"	"	"

MARKING FORM
 RECEIVED AUG 1934

MARKING FORM
 RECEIVED - 1 FEB 1933

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			Main Hatchway.						
Dimensions of Hatchway			65'9" x 14'9"						
COAMINGS	{	Height above Deck	24"						
		Thickness	Sides	45 (cant.)					
			Ends	4					
		Stiffeners	none						
		Brackets, Stays	none						
HATCH BEAMS	{	Number	5						
		Spacing	12'4½", 10'4" x 10'2"						
		Scantling and Sketch							
		Bearing Surface	Substantial steel bearers (for fore & afters) are riveted to beams.						
			Permanent beams, riveted to 3x3 DA, thence to coaming plate.						
FORE AND AFTERS	{	Number	6 Centre 12 Side						
		Spacing	even						
		Unsupported Lengths	11'6½", 9'8" x 9'6"						
		Scantling* and Sketch							
			Bearing Surface	4"					
HATCH COVERS	{	Material	W. Wood						
		Thickness	2½"						
		How fitted	Achtant						
		Bearing Surface	2½" and 2"						
Spacing of Cleats			24"						
Number of Tarpaulins			2						
*Are wood fore and afters steel shod at all bearing surfaces?			Yes - 2" wide.						
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 fiddley, funnel and ventilator coamings:—

bone.

Particulars of Flush Bunker Scuttles:— (1) Flush Bunker Scuttle 22" dia, best steel, strongly constructed, on fore deck leading to fore Peak chain locker; fitted with bayonet joint - no chain.

Particulars of Companionways:— (1) Steel Hood Companionway 3'x2'6"x4'6" on Fore Deck, leading to
to Fore Peak Crew Space; fitted with steel hinged door opening one side only - sill 11"
(1) Steel Hood Companionway 2'x1'10"x4'6" on Aft Deck, leading to to Aft Peak Crew Space
fitted with steel hinged door opening one side only - sill 9" (This door is within
wheel-house deck erection)

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

(1) Vent on Fore Deck $5\frac{1}{2}$ " dia. Boaming $4\frac{1}{2}$ " high by 2" led to Enc & P. Crew Space.

(2) " " " " 6" " "(above deck) 5ft by 2" " " " " " " (Vent to renew).

(1) " " " " 12" " " 30" x 3" " " main hold space.
(1) " " aft " 12" " " 30" x 3" " " produced in and between

(1) " " aft " 12 " 30 x 3 (Temp closing appliances ~~to be~~ produced) ^{ie wood plank caissons}
Substantial wood skylight 4'9" x 1'9" by 18" high, on aft deck, fitted with glass in wood lids - hinged.
Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks: - Closing one side: battens cleats & 1 tarp good. ✓

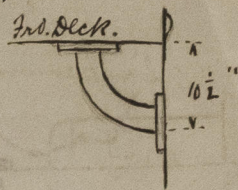
howe

Particulars of Gangway Cargo and Coaling Ports :—

bone

Particulars of Scuppers and Sanitary Discharge Pipes:—

(3) Scuppers each side of Freeboard Deck, 2½" dia, led through deck to ship's side 10½" below deck: no non return valves or plugs. ✓
no sanitary discharges. ✓



Particulars of Side Scuttles:—

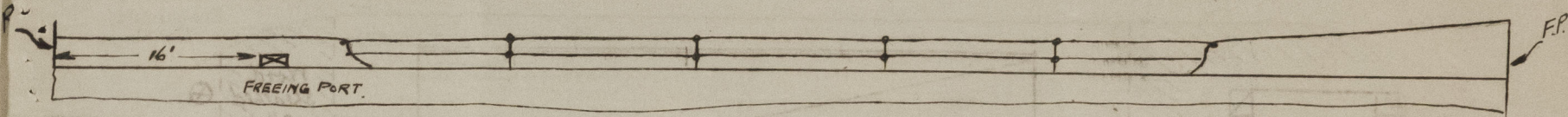
none.

Particulars of Guard Rails:—

On Fore Deck, for distance of 25 ft from F.P., steel bulwarks are fitted, from 4'9" to 3'3" high
" Aft " " " 25 ft " A.P. " " " 2'6" high off. stayed
From 1st bulwark to aft bulwark, 2 wires in portable stanchions 3'3" high 12 ft apart.

Particulars of Gangways, Lifelines, etc.:—

none (see particulars of guard rails above).



Sketch shewing Steel Bulwarks, Wires in Portable Stanchions and Freeing Port (aft).

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 DECK..	25'	2'6"	2'4" x 10"	1		
Forward Well						

State position of each freeing port ... { After Well: DECK. 4"
{ F. and A. position and height above deck edge) { Forward Well:—

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Swivel shutter ✓

Additional area where sheer is less than standard.

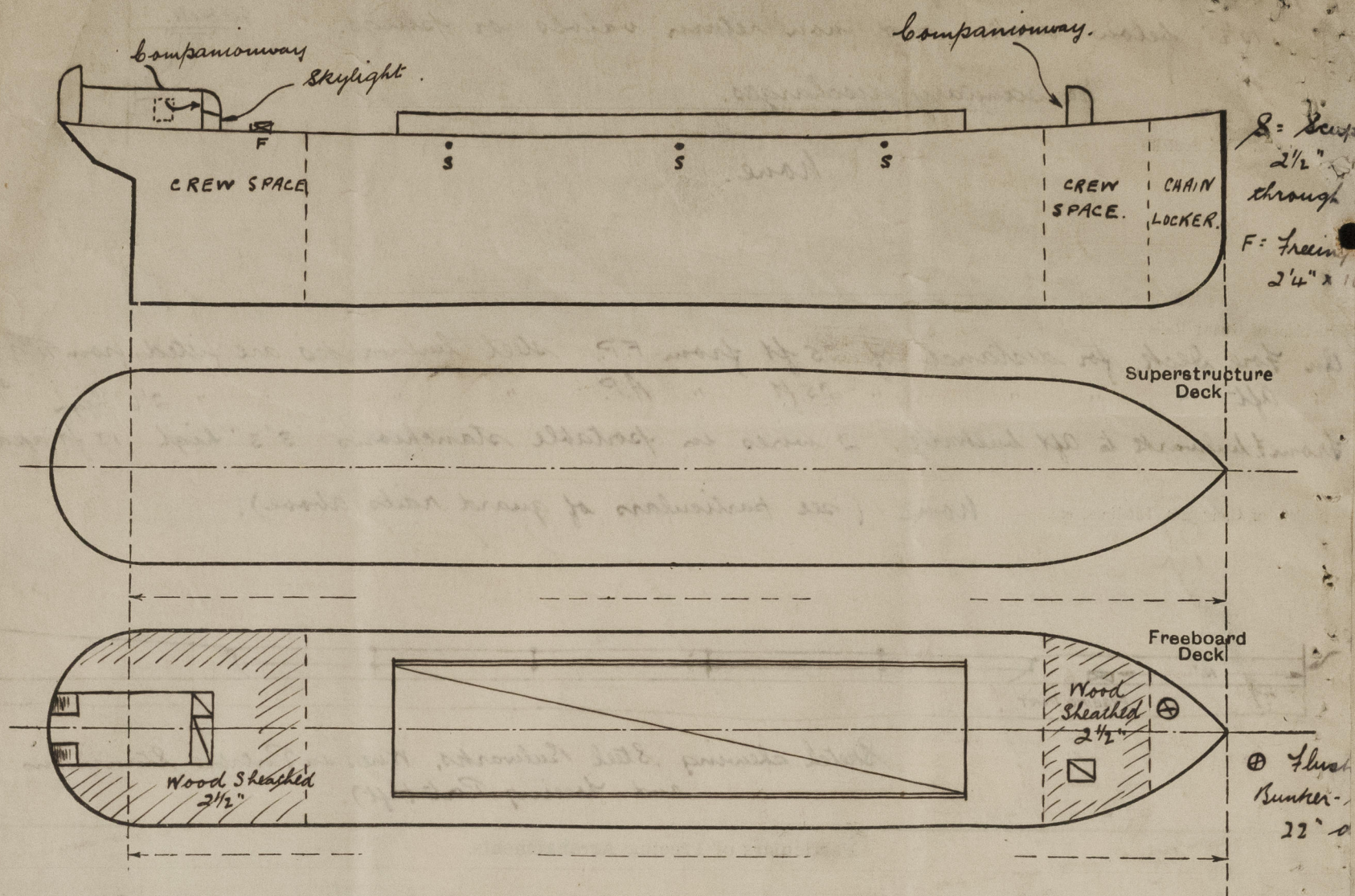
Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships	25"	25"	none			(1) 5'2" x 2"	12"	4'3"

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

Poop Bulkhead	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	
Bridge, Forward Bulkhead	
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	
Exposed Machinery Casings on Superstructure Decks	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	(1) Steel hinged door, opening 1 side only.

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 shewn on the following sketches:—



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

None

This vessel examined and measured afloat for "Freeboard" purposes
no other Special Survey work carried out at this time.

DMT

Builder's name and yard number *J. Scarr & Son, Howden*

Names of sister ships

Owners *Goolle & Hull Steam Towing Co. Ltd.*

£ *3 : 8 : 0*

Received by me

Particulars *Expenses 9/8*



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