

Rpt. C.11 (Comp.).

Index No. 39079
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Beaver Cove 38371 similar

| | | | | | |
|---|----------------------------------|---|------------------------------|------------------------------|--|
| Ship's Name BEAVERCOVE | Official Number 181659 | Nationality and Port of Registry BRITISH LONDON | Gross Tonnage 9824 | Date of Build 1947 | Port of Survey GLASGOW |
| Moulded Dimensions: Length 465.96' Breadth 64.0' Depth 42.67' | | | | | Date of Survey WHILST BUILDING |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 21879 tons | | | | | Surveyor's Signature A. Dickenson |
| Coefficient of fineness for use with Tables .708 | | | | | Particulars of Classification + 100-A-1 WITH FREEBOARD CORRESPONDING TO A SUMMER MOULDED DRAUGHT OF 29'-7 1/4" |

| | | |
|---|---|---|
| DEPTH FOR FREEBOARD (D). Moulded depth ... 42.67' Stringer plate72" UPPER OK06 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <input checked="" type="checkbox"/> Depth for Freeboard (D) = 42.73 | DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (42.73-31.07) 3 = + 34.98" (b) Where D is less than Table depth (if allowed) (Table depth-D) R = 11.66 If restricted by superstructures <input checked="" type="checkbox"/> | ROUND OF BEAM CORRECTION. Moulded Breadth (B) 64.0 Standard Round of Beam = $\frac{B \times 12}{50} =$ 15.36 Ship's Round of Beam = 16" Difference = + .64" Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.64^2 \times .9641}{4} =$ -.14" |
|---|---|---|

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|-------------|-------------------------------------|----------------------|
| Poop enclosed ... | 33.96' | 33.96 | 7.5' | <input checked="" type="checkbox"/> | 33.96 |
| „ overhang ... | NIL | | | | |
| R.Q.D. enclosed ... | | | | | |
| „ overhang ... | | | | | |
| Bridge enclosed ... | | | | | |
| „ overhang aft ... | | | | | |
| „ overhang forward ... | | | | | |
| F'cle enclosed ... | 27.27 | 27.27 | 7.0 | 7.0/7.5 | 25.45 |
| „ overhang ... | 2.11 | 2.11 | | | 1.97 |
| Trunk aft ... | | | | | |
| „ forward ... | | | | | |
| Tonnage opening aft ... | | | | | |
| „ „ forward ... | | | | | |
| Total ... | 64.50 | 63.34 | | | 61.38 |

Standard Height of Superstructure **7.5'**
 „ „ R.Q.D. ☒
 Deduction for complete superstructure **42"**
 Percentage covered $\frac{S}{L} =$ **13.84**
 „ $\frac{S_1}{L} =$ **13.59**
 „ $\frac{E}{L} =$ **13.17**
 Percentage from Table, Line A. **6.58**
 (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 = **42 x .0658 = -2.76"**

SHEER CORRECTION.

SEE SKETCH OVERLEAF

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|---------------------|-------------------|----------|---------------|-----------------|--------------------|----------|---------------|
| A.P. ... | 56.60 | 1 | 56.60 | 53 1/4" | 53.25 | 1 | 53.25 |
| 1/8 L from A.P. ... | 25.19 | 4 | 100.76 | 9 5/8" | 9.62 | 4 | 38.48 |
| 2/8 L „ ... | 6.23 | 2 | 12.46 | 0 | - | 2 | - |
| Amidships ... | - | 4 | - | - | - | 4 | - |
| 2/8 L from F.P. ... | 12.45 | 2 | 24.90 | 5 1/2" | 5.44 | 2 | 10.88 |
| 1/8 L „ ... | 50.37 | 4 | 201.48 | 40 9/16" | 40.56 | 4 | 162.24 |
| F.P. ... | 113.20 | 1 | 113.20 | 109" | 109.00 | 1 | 109.00 |
| Total ... | | | 509.40 | | | | 373.85 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{135.55}{18} (.75 - .0692) =$ **5.13"**
 If limited on account of midship superstructure. ☒ If limited to maximum allowance of 1 1/2 ins. per 100 ft. ☒

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **42.73**
 Summer freeboard = **13.12**
 Moulded draught (d) = **29.61**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **7.40 = 7 1/2**

Addition for Winter North Atlantic Freeboard (if required)=

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ **29.0 16606 17077**
 Tons per inch immersion at summer load water line
 $T =$ **29.0 57.49 58.1**
 Deduction = $\frac{\Delta}{40 T}$ inches = **7.40**
= 7 1/2"

TABULAR FREEBOARD corrected for Flush Deck (if required)

| | | | |
|--|--------------------------------|-----------------------------|----------------------------------|
| Correction for coefficient | 708 + 68 1.36 | 1.388 1.36 | 92.05 93.95 |
| Depth Correction | 34.98 | - | 40.5 |
| Deduction for superstructures | 5.13 | 2.76 | 28.5 |
| Sheer correction | - | .14 | |
| Round of Beam correction | - | - | |
| Correction for Thickness of Deck amidships | - | - | |
| Other corrections, scantlings, etc. <i>corrected</i> | 26.34 | - | |
| <i>to a summer mould draught of</i> | 66.45 | 2.90 | + 63.55 |
| 29' 7 1/4" | | | Summer Freeboard = 157.50 |

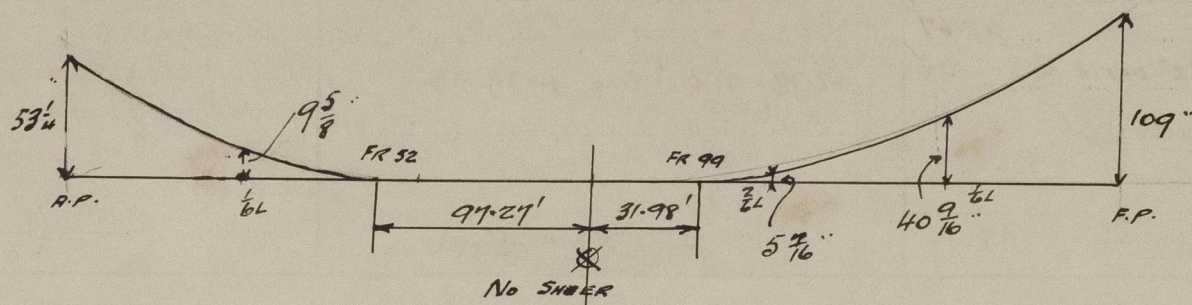
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck:—

| | | |
|--|-----|----------------|
| Tropical Fresh Water Line above Centre of Disc | ... | 15 1/2" |
| Fresh Water Line | ... | 7 1/2" |
| Tropical Line | ... | 7 1/2" |
| Winter Line below | ... | 7 1/2" |
| Winter North Atlantic Line | ... | ... |

| | |
|--------------------------------|---------------------|
| Tropical Fresh Water Freeboard | 11' - 1 1/2" |
| Fresh Water | 12' - 6" |
| Tropical | 12' - 6" |
| Winter | 13' - 9" |
| Winter North Atlantic | ... |

Beaver Cove.

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.



$$L/10 = 45.60' \frac{\text{sheer (actual)}}{\text{sheer (standard)}} = .819$$

$$\text{Enclosed forecable} = 28.50$$

less reserves :-

$$\begin{array}{r} 4.5 \times 3.58 = .47 \\ 34.5 \\ 8.5 \times 3.58 = .88 \\ 34.5 \end{array} \left. \begin{array}{r} 1.35 \\ 1.35 \\ 27.15 \end{array} \right\}$$

add for house at Q

$$\frac{14.0 \times .29}{34.5} = .12$$

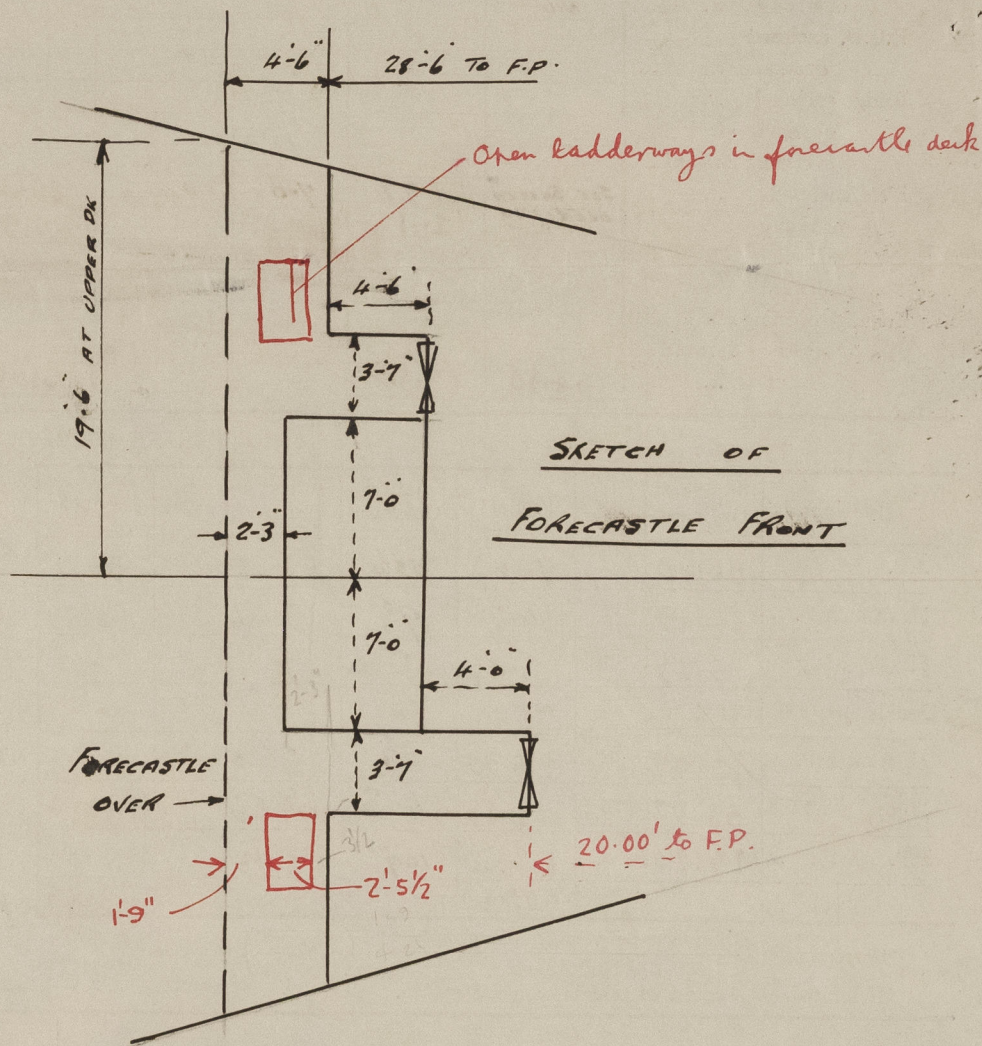
$$27.27'$$

$$\text{Eqiv for O'hang } 28.5 + .29 - 27.27 = 1.52'$$

PLANS OF MIDSHIP SECTION
PROFILE & DECKS AND GENERAL
ARRANGEMENT FORWARDED
FOR REFERENCE

$$\text{aft O'hang} = 1.75 \text{ Total O'hang} = 3.27'$$

$$\text{O'hang (S)} \frac{1.75}{2} + 1.52 \times .819 = 2.11'$$



Trade of ship INTERNATIONAL

Names of sister ships BEAVERDELL

Builder's name and yard number FAIRFIELD S.B. & E. CO YARD N° 728

Owners CANADIAN PACIFIC STEAMSHIPS CO

Fee £

MLD



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