

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker  
having FLUSH DECK WITH RAISED FORECASTLE.

Port of Survey HULL

(Type of Superstructures.)

Ship's Name MOORING VESSEL  
MOORFLY

Nationality and Port of Registry BRITISH.  
GOOLE.

Official Number ✓

Gross Tonnage 457

Date of Build 1943

Date of Survey DURING CONSTRUCTION  
AT GOOLE

Name of Surveyor L. B. Engledow

Particulars of Classification BA 100A1.  
FOR GOVERNMENT SERVICE  
(CONTEMPLATED.)

Moulded Dimensions: Length 135'0" Breadth 30'0" Depth 14'6"

Moulded displacement at moulded draught = 85 per cent. of moulded depth 970 tons

Coefficient of fineness for use with Tables 680.

Depth for Freeboard (D)

Moulded depth ... 14'5"

Stringer plate ... 0.3

Sheathing on exposed deck ✓

$T \left( \frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 14'53"

Depth correction

(a) Where D is greater than Table depth  
(D - Table depth) R =  
 $(14'53 - 9'00) \times 1'038 = + 5'74$  ✓

(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) 30'0 ✓

Standard Round of Beam =  $\frac{B \times 12}{50} =$  7'20 ✓

Ship's Round of Beam = 7'4" ✓

Difference 0'5 ✓

Restricted to

Correction =  $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$   $\frac{0'5}{4} \times 0'8778 = - 0'1$  ✓

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	✓		✓		
" overhang ...	✓		✓		
R.Q.D. enclosed ...	✓		✓		
" overhang ...	✓		✓		
Bridge enclosed ...	✓		✓		
" overhang aft ...	✓		✓		
" overhang forward ...	✓		✓		
F'cle enclosed ...	<u>16'5</u> ✓	<u>16'5</u> ✓	<u>4'0</u> <u>RAISED</u>	<u>x 4/6</u>	<u>11'00</u> ✓
" overhang ...	✓		✓		
Trunk aft ...	✓		✓		
" forward ...	✓		✓		
Tonnage opening aft ...	✓		✓		
" " forward ...	✓		✓		
Total ...	<u>16'5</u> ✓	<u>16'5</u> ✓			<u>11'0</u> ✓

Standard Height of Superstructure 6'0 ✓

" " R.Q.D. ✓

Deduction for complete superstructure 19'5 ✓

Percentage covered  $\frac{S}{L} =$  12'22 ✓

" "  $\frac{S_1}{L} =$

" "  $\frac{E}{L} =$  8'15 ✓

Percentage from Table, Line A. 4'075 ✓  
(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 =  $19'5 \times 0'4075 = - 7'9$  ✓

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<u>23'50</u>	1	<u>23'50</u>	<u>16'2"</u>	<u>16'5</u>	1	<u>16'5</u>
$\frac{1}{4}$ L from A.P. ...	<u>10'46</u>	4	<u>41'84</u>	<u>5'2</u>	<u>5'5</u>	4	<u>22'0</u>
$\frac{2}{4}$ L " ...	<u>2'585</u>	2	<u>5'17</u>	<u>1'2</u>	<u>1'5</u>	2	<u>3'0</u>
Amidships ...	-	4	-	<u>NIL</u>	-	4	-
$\frac{3}{4}$ L from F.P. ...	<u>5'17</u>	2	<u>10'34</u>	<u>2'4</u>	<u>2'25</u>	2	<u>4'5</u>
$\frac{1}{4}$ L " ...	<u>20'92</u>	4	<u>83'68</u>	<u>11'2</u>	<u>11'5</u>	4	<u>46'0</u>
F.P. ...	<u>47'00</u>	1	<u>47'00</u>	<u>30</u>	<u>30'0</u>	1	<u>30'0</u>
Total ...			<u>211'53</u> ✓				<u>122'0</u>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) = \frac{89'53}{18} \left( 75 - \frac{0'611}{0'889} \right) = + 3'43$  ✓

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 = 14'53

Summer freeboard = 2'96 ✓

Moulded draught (d) = 11'57 ✓

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 2'89'3" ✓

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

$T =$

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

$\frac{d}{4} = 3"$  ✓

EXT. THICK. AND T.P.I. NOT AVAILABLE. BUILDERS HAVE NO PARTICULARS.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... 5'74 ✓

Deduction for superstructures ... - 7'9 ✓

Sheer correction ... 3'43 ✓

Round of Beam correction ... - 0'1 ✓

Correction for Thickness of Deck amidships ... -

Other corrections, scantlings, etc. 22'32 ✓

Summer Freeboard = 35'50 ✓

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

Tropical Fresh Water Line above Centre of Disc ... 3"

Fresh Water Line " " ... 3"

Tropical Line " " ... nil

Winter Line below " " ... nil

Winter North Atlantic Line " " ... not attained

Tropical Fresh Water Freeboard ... 2'11 1/2

Fresh Water " " ... 2'8 1/2

Tropical " " ... 2'11 1/2

Winter " " ... 2'11 1/2

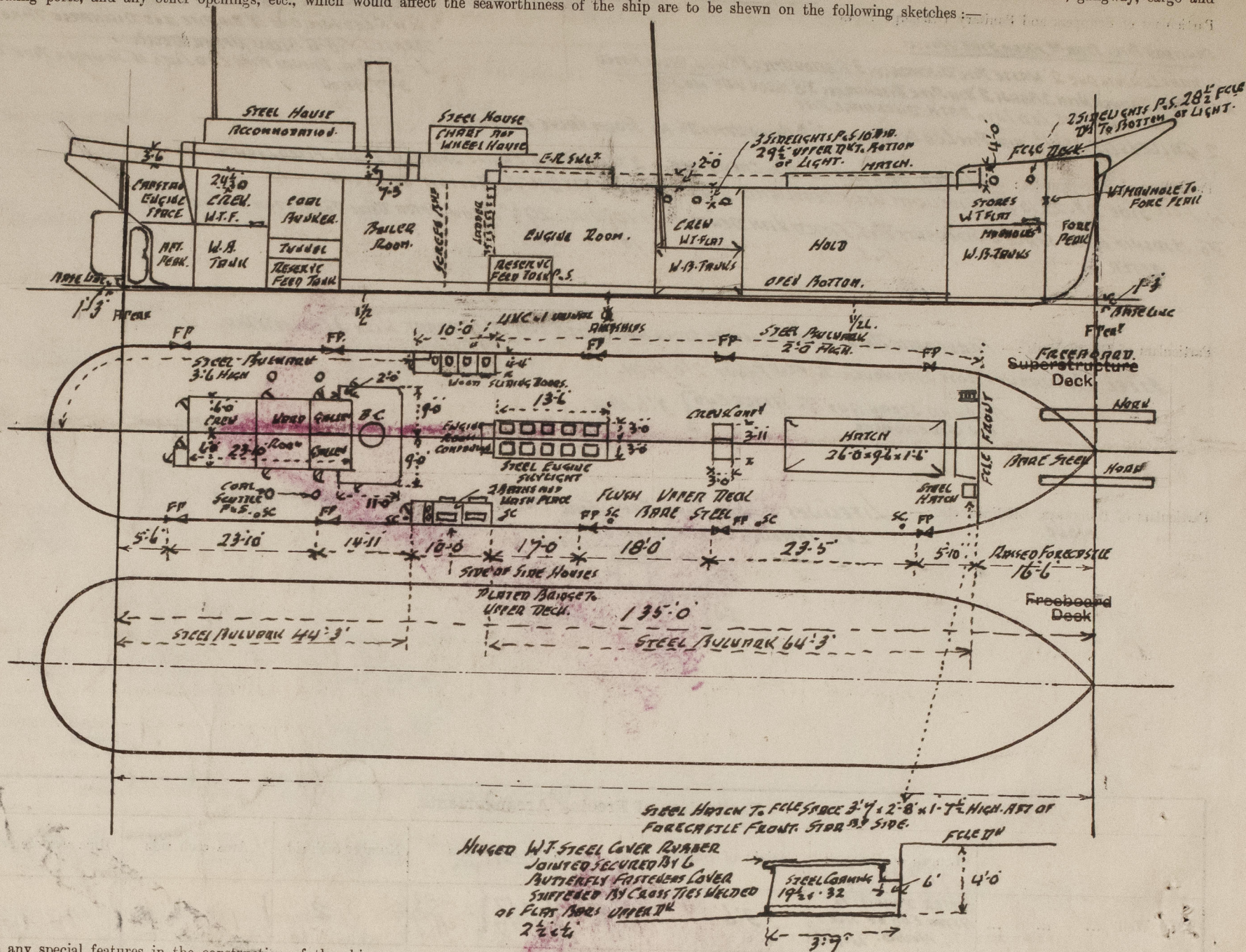
Winter North Atlantic " " ... not attained







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:—

ADMIRALTY MODERN VESSEL BUILT TO ADMIRALTY REQUIREMENTS AND APPROVED BY LLOYD'S REGISTER.  
THIS VESSEL IS GOING OVERSEAS AND FREEDOM ASSIGNMENT NOW REQUIRED BY M.O.W.T.

med. Depth = 14'-6"  
str. = 3/8"  
14'-6 3/8"

Depth bottom  
of sidescullle } 2'-5 1/2"  
below dpt }  
drake }  
min. permissible } 2'-11 1/2"  
fuldow }

Builder's name and yard number GOOLE SHIPBUILDING & REPAIRING CO. LTD YARD N° 385.

Names of sister ships MOORAVEN N° 379 SHIP AND MOORCOCK N° 380 SHIP OF GOOLE S.B.CO.  
ABOVE VESSELS HAD NO FREEDOM ASSIGNMENT.

Owners THE ADMIRALTY.

Fee £ : :  
TO BE CHARGED LATER.

Received by me



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