

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Index No. 42337
(For London Office only).

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name Wood Car & Passenger Ferry " <u>MANECO</u> "	Official Number I57095	Nationality and Port of Registry British St. John's, NFL.	Gross Tonnage 248	Date of Build I93I-6	Port of Survey <u>St. John's, NFL.</u>
Moulded Dimensions: Length <u>116.21</u> 124.10 Breadth <u>25'-6"</u> Depth <u>13'-7"</u>					Date of Survey <u>12th., 15th., & 16th.</u> <u>May, 1950.</u>
Moulded displacement at moulded draught = 85 per cent. of moulded dept: <u>Not known, no means of obtaining same, plans not available.</u>					Surveyor's Signature <u>M. Sawyer</u>
Coefficient of fineness for use with Tables <u>68 MINIMUM</u>					Particulars of Classification <u>Rest. IAI.</u>

<p>Depth for Freeboard (D).</p> <p>Moulded depth <u>13.583</u> ✓</p> <p>Stringer plate <u>4" wood</u> 2.00</p> <p>3" Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ <u>.25</u> ✓</p> <p>Depth for Freeboard (D) = <u>13.83</u> ✓</p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D - Table depth) R = <u>(13.83 - 7.74) 894 = + 5.44"</u> ✓</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>6.09</u> ✓</p> <p>If restricted by superstructures ✓</p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) <u>25.0'</u> ✓</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>6"</u> ✓</p> <p>Ship's Round of Beam = <u>4.25"</u> ✓</p> <p>Difference = <u>1.0"</u> ✓</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) =$ <u>1/4" = +.25"</u> ✓</p>
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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					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

FLUSH DECK NO SUPERSTRUCTURES.

Standard Height of Superstructure

" " R.Q.D.

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$

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

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

Percentage from Table, Line A.
(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 = NIL.

44" TRIM SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	21.62	1	✓	21.62	33	9	9	1	9.0
1/4L from A.P.	9.62	4	✓	38.48	18	2	2	4	8.0
1/4L "	2.38	2	✓	4.76	12	4	4	2	8.0
Amidships		4	✓		0			4	
1/4L from F.P.	4.76	2	✓	9.52	-3	5	4.76	2	9.52
1/4L "	19.24	4	✓	76.96	12	28	19.24	4	76.96
F.P.	43.24	1	✓	43.24	23	47	43.24	1	43.24
Total				194.58					154.72

Mean actual sheer aft = DEFICIENT. Less than 50%.

Mean standard sheer aft =

Mean actual sheer forward = EXCESS. ✓

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = L

" " aft of " = DEFICIENT SHEER

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{39.86}{18} \times .75 = + 1.66"$ ✓

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = <u>13.83</u> Ft.</p> <p>Summer freeboard = <u>4.08</u></p> <p>Moulded draught (d) = <u>9.75</u></p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>2.44 2/2</u></p> <p>Addition for Winter North Atlantic Freeboard (if required) =</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta =$ not known</p> <p>Tons per inch immersion at summer load water line</p> <p>T =</p> <p>Deduction = $\frac{\Delta}{40T}$ inches</p> <p>$\frac{d}{4} = 2.44$ ✓</p> <p>$2 \frac{1}{2}$ ✓</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required) <u>11.62 + 1.74</u> ✓</p> <p>Correction for coefficient. <u>NIL.</u></p> <table border="1"> <tr><td>+</td><td>-</td></tr> <tr><td>Depth Correction</td><td><u>5.44</u> ✓</td></tr> <tr><td>Deduction for superstructures</td><td>✓</td></tr> <tr><td>Sheer correction</td><td><u>1.66</u> ✓</td></tr> <tr><td>Round of Beam correction</td><td><u>.25</u> ✓</td></tr> <tr><td>Correction for Thickness of Deck amidships</td><td>✓</td></tr> <tr><td>Other corrections, scantlings, etc. <u>to compensate to summer moulded draught of 9.9</u></td><td><u>28.29</u> ✓</td></tr> <tr><td>Summer Freeboard =</td><td><u>35.64</u> ✓</td></tr> </table> <p><u>13.36</u> ✓</p> <p><u>13.36</u> ✓</p> <p><u>14.6.50</u></p> <p><u>35.64</u></p> <p><u>49.00</u> ✓</p>	+	-	Depth Correction	<u>5.44</u> ✓	Deduction for superstructures	✓	Sheer correction	<u>1.66</u> ✓	Round of Beam correction	<u>.25</u> ✓	Correction for Thickness of Deck amidships	✓	Other corrections, scantlings, etc. <u>to compensate to summer moulded draught of 9.9</u>	<u>28.29</u> ✓	Summer Freeboard =	<u>35.64</u> ✓
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Summer Freeboard =	<u>35.64</u> ✓																	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, 3" sheathing Deck: - 4.08

Tropical Fresh Water Line above Centre of Disc	✓	Tropical Fresh Water Freeboard	...
Fresh Water Line " "	<u>2 1/2</u> ✓	Fresh Water " "	...
Tropical Line " "	✓	Tropical " "	...
Winter Line below " "	<u>2 1/2</u> ✓	Winter " "	...
Winter North Atlantic Line " "	✓	Winter North Atlantic " "	...

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 Ferry Service between St. John's, NFL., and ports in Conception Bay, NFL.

Names of sister ships None.

Builder's name and yard number J. Ernst & Son Ltd. Mahone Bay, N.S. Not known.

Owners Bell Island Steamship Co. Ltd.

Fee £ \$20.00

Handwritten initials



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Foundation