

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR ~~STEAMER~~, ~~SAILING SHIP~~, ~~TANKER~~)

For LONDON OFFICE ONLY

Received 20 SEP 1955

Index No. 4555

Govt. Copy

Owners C11

Ship's Name "ONWARD PIONEER"	Official Number 185304	Nationality and Port of Registry British	Gross Tonnage 164	Date of Build 1955	Port of Survey HULL
Moulded Dimensions: Length 117.25' Breadth 18.50' Depth 8.00'					Date of Survey Whilst building
Freeboard Length 117.00					Surveyor's Signature <i>J. Naisby</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 351.98 tons					Particulars of Classification 100A1 "for coasting service" (limiting ports to be defined) "Carrying oil in bulk F.P. above 150°F."
Coefficient of fineness for use with Tables .837					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	8.00	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	18.50
Stringer plate	5/16"	(8.03-1.80) .90 = +.21		Standard Round of Beam = $\frac{B \times 12}{50}$	4.44
Wood Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	5 ins.
$T \left(\frac{L-S}{L} \right) =$				Difference	.56
Depth for Freeboard (D) =	8.03	If restricted by superstructures		Restricted to	.56
				Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right)$	-14

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					
F'cle enclosed					
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total					

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**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate inches	Effective Ordinate	S M	Product
A.P.	21.70	1	21.70	22.00	22.00	1	22.00
1/8 L from A.P.	9.66	4	38.64	8.50	8.50	4	34.00
3/8 L	2.39	2	4.78	2.50	2.50	2	5.00
Amidships	0	4	0	0	0	4	0
5/8 L from F.P.	4.77	2	9.54	4.00	4.00	2	8.00
1/2 L	19.31	4	77.24	13.25	13.25	4	53.00
F.P.	43.40	1	43.40	36.00	36.00	1	36.00
Total			195.30				158.00

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{37.3}{18} \times .75 = 1.55$

If limited on account of midship superstructure. ☒

Mean actual sheer aft = **Var**

Mean standard sheer aft = **Var**

Mean actual sheer forward = **Var**

Mean standard sheer forward = **Var**

Length of enclosed superstructure forward of amidships = 0

" " aft of " = 0

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	=	8.03
Summer freeboard	=	1.40
Moulded draught (d)	=	6.63
Keel allowance	=	
Extreme draught	=	
Deduction for Tropical freeboard and addition for	=	1.66

Winter freeboard = $\frac{d}{4}$ inches = **1 3/4"**

Addition for Winter North Atlantic Freeboard (if required) = **NOT ASSIGNED**

Deduction for Fresh Water.

Displacement in salt water at summer load water line	340.18
Tons per inch immersion at summer load water line	4.65
Deduction = $\frac{340.18}{4.65} \times 1.83$	13.4

TABULAR FREEBOARD

Correction for coefficient

Depth Correction	...	...	...	...	...
Deduction for superstructures	...	...	...	...	...
Sheer correction	...	...	...	...	...
Round of Beam correction	...	...	...	...	...
Correction for Thickness of Deck amidships	...	...	...	...	...
Other corrections, scantlings, etc.	...	...	...	...	...

Summer Freeboard = **16.63**

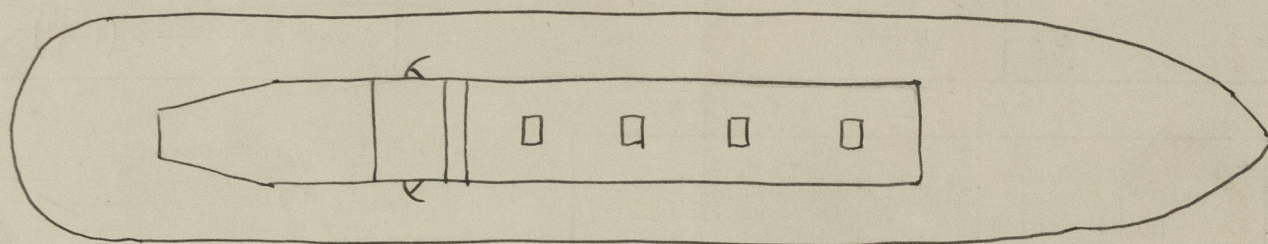
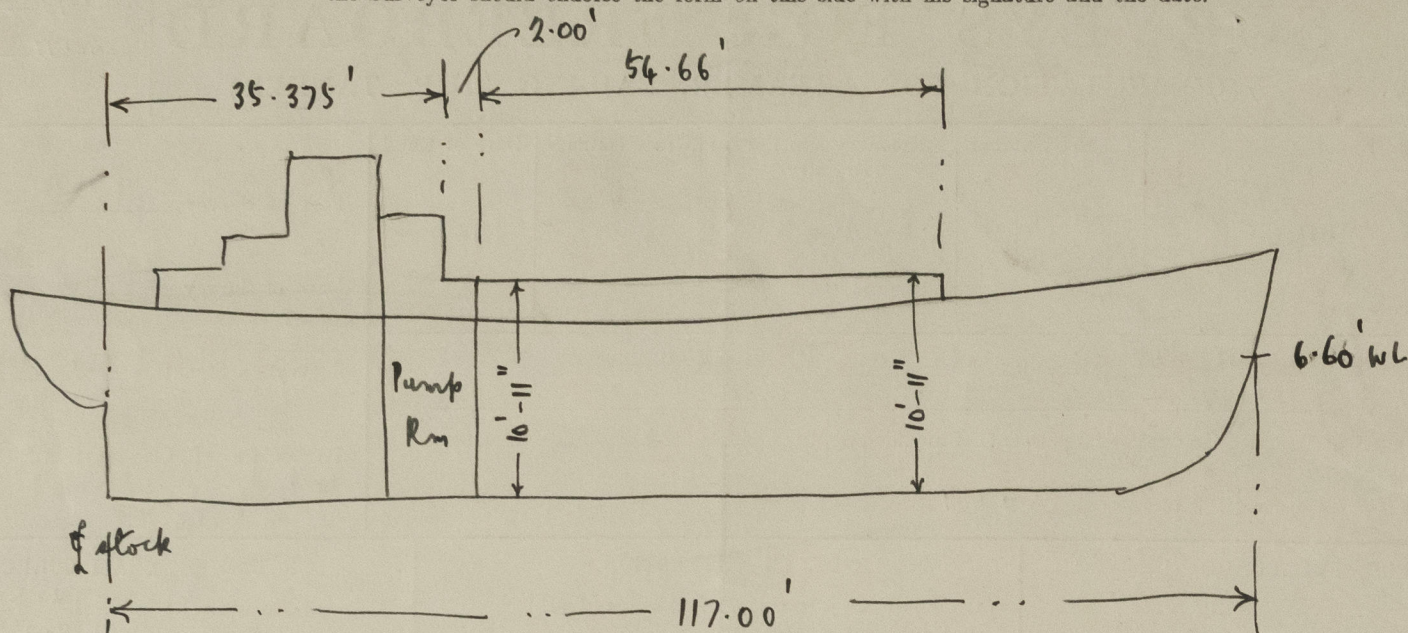
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	NOT ASSIGNED
Fresh Water Line	1 3/4
Tropical Line	NOT ASSIGNED
Winter Line	below
Winter North Atlantic Line	NOT ASSIGNED

Tropical Fresh Water Freeboard	NOT ASSIGNED
Fresh Water	1 3/4
Tropical	NOT ASSIGNED
Winter	NOT ASSIGNED
Winter North Atlantic	NOT ASSIGNED

Onward Pioneer.

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.



Trunk top parallel to and 2.50 ft above deck camber.

Centre line of trunk top parallel to and 10'-11" above base line.

Sheers.

APR	21.70	1	21.70	Twrd	43.40	1	43.40
S	9.66	3	28.98	S	14.31	3	57.93
	2.39	3	7.17		4.77	3	14.31
			57.85				115.64

APR	22.00	1	22.00	Twrd	36.00	1	36.00
A	8.50	3	25.50	A	13.25	3	39.75
	2.50	3	7.50		4.00	3	12.00
			55.00				87.75

Omit.

Trade of ship Coasting Service; Fleetwood to Heysham and occasional voyages to Liverpool.

Names of sister ships

Builder's name and yard number Richard Dunston Ltd., Thorne; Yard No. T 910.

Owners St. Andrew's Steam Fishing Co., Hull.

Fee £

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

Midship Section
Midbody Steelwork
Pumping & Ventilation (+ Freeboard)



© 2021

Lloyd's Register
Foundation