

ex P.W.D. N°1, ex W.S. FIELDING

per. Canadian Off. List 1942.

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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

EMPIRE PIKE (COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"RIDING MOUNTAIN PARK"</b> <b>EX DREDGE "FIELDING"</b>	Official Number <b>NOT AVAILABLE</b> <b>134184</b>	Nationality and Port of Registry <b>CANADIAN.</b> <b>MONTREAL</b>	Gross Tonnage <b>NOT YET MEASURED</b> <b>APPROX 1950</b> <b>1850.06</b>	Date of Build <b>SOREL, P.Q.</b> <b>1905</b> <b>DATE OF CONVERSION</b> <b>1943</b>	Port of Survey <b>SAINT JOHN, N.B.</b>
Moulded Dimensions: Length <b>240.0'</b> Breadth <b>42.0'</b> Depth (MEAN AS MEASURED) <b>17.66'</b>				Date of Survey <b>DURING CONVERSION</b>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>(15.0')</b> <b>3370</b> tons				Surveyor's Signature <b>R. M. Scott</b>	
Coefficient of fineness for use with Tables <b>.779</b>				Particulars of Classification <b>100 A-</b> <b>CARRYING OIL FUEL IN BULK. F.P. ABOVE 150°F. (CLASS CONTEMPLATED)</b>	

<b>Depth for Freeboard (D).</b> MEAN Moulded depth (MEASURED) <b>17.66'</b> Stringer plate <b>50" = .04'</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>17.70</b>	<b>Depth correction.</b> (a) Where D is greater than Table depth (D-Table depth) R = $(17.70 - 16.00) 1.846 = +3.14"$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures <input checked="" type="checkbox"/>	<b>Round of Beam correction.</b> Moulded Breadth (B) <b>42.0'</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>10.08"</b> Ship's Round of Beam = <b>10 1/2"</b> Difference <b>.42"</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.42}{4} \times .2783 = -.03$
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	74.66'	74.66'	8.25'	✓	74.66'
.. overhang ...	✓				
R.Q.D. enclosed ...	✓				
.. overhang ...	✓				
Bridge enclosed ...	✓				
.. overhang aft ...	✓				
.. overhang forward ...	✓				
F'cle enclosed ...	27.34'	27.34'	7.5'	✓	27.34'
.. overhang ...	✓				
Trunk aft } BETWEEN POOP & FOCLE	138.0'	71.20'	7.5'	✓	71.20'
.. forward ...					
Tonnage opening aft ...	✓				
.. forward ...	✓				
Total ...	102.00	173.20			173.20

Standard Height of Superstructure **6.00**

" " R.Q.D. **30.0**

Deduction for complete superstructure **30.0**

Percentage covered  $\frac{S}{L} = \frac{42.50}{72.17} =$  **Trunk**  
 $\frac{S_1}{L} = \frac{72.17}{72.17} =$  **Equivalent length S.**  
 $\frac{E}{L} = \frac{72.17}{72.17} = 138 \times \frac{21.67}{42.00} = 71.20'$

Percentage from Table, Line A. (corrected for absence of forecastle (if required))

Percentage from Table, Line B. **Tanker 65.67** (corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction =  $30.00 \times .6567 = -19.70"$

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate (MEAN)	S	M	Product
A.P. ...	34.00	1	✓	34.00	27.4	27.4"	1	✓	27.40
1/4 L from A.P. ...	15.13	4		60.52	12.4	12.4"	4		49.60
1/2 L " ...	3.74	2		7.48	5.0	5.0"	2		10.00
Amidships ...	✓	4		-	-	-	4		-
3/4 L from F.P. ...	7.48	2		14.96	4.0	4.0"	2		8.00
3/8 L " ...	30.26	4		121.04	16.0	16.0"	4		64.00
F.P. ...	68.00	1		68.00	36.7	36.7"	1		36.70
Total ...				306.00					195.70 (75-2125)

Mean actual sheer aft = **Deficient**  
 Mean standard sheer aft = **Deficient**

Mean actual sheer forward = **Deficient**  
 Mean standard sheer forward = **Deficient**

Length of enclosed superstructure forward of amidships = **Tanker**  
 " " aft of " = **Tanker**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{110.30}{18} \times .5375 = +3.30$   
 If limited on account of midship superstructure. If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>17.70</b> Summer freeboard = <b>1.54</b> Moulded draught (d) = <b>16.16</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>4"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>4.04 + 2.40 = 6.44"</b>	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line $T =$ Deduction = $\frac{\Delta}{40T}$ inches = <b>4"</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{.68 + .779}{1.36} = \frac{1.459}{1.36}$ Depth Correction ... <b>3.14</b> Deduction for superstructures ... <b>19.70</b> Sheer correction ... <b>3.30</b> Round of Beam correction ... <b>6.03</b> Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = <b>18.57</b>
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### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line. Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	8"	Tropical Fresh Water Freeboard ...	8"
Fresh Water Line " " ...	4"	Fresh Water " " ...	4"
Tropical Line " " ...	4"	Tropical " " ...	4"
Winter Line below " " ...	4"	Winter " " ...	4"
Winter North Atlantic Line " " ...	6 1/2"	Winter North Atlantic " " ...	6 1/2"



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 International

Names of sister ships ✓

Builder's name and yard number ✓

Owners Park Steamship Co Ltd. Montreal, P.Q. Canada.

Fee £ 10



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