

WRECK SECTION

D Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD.

 23 NOV 1936 34963
 Index No. (For London Office only)

No 31966

 Computation of Freeboard for Steamer, Sailing Ship, Tanker
 having *Raised Quarter Deck, Forecastle*
Port of Survey *Rouderland*Date of Survey *19 Nov 1936*Name of Surveyor *W. H. H. H. H.*Particulars of Classification *+ 100 A1*
Class Contemplated

(Type of Superstructures.)

Ship's Name
*CORHEATH*Nationality and Port of Registry
*British London*Official Number
*165356*Gross Tonnage
*1096.48*Date of Build
1936
 Moulded Dimensions: Length *214'0"* Breadth *34'4"* Depth *15'0"*
 Moulded displacement at moulded draught = 85 per cent. of moulded depth *1958* tons
 Coefficient of fineness for use with Tables *.732*
Depth for Freeboard (D) *15.00*

Depth correction

Round of Beam correction

Moulded depth ... *34.33*Stringer plate ... *.03*

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = *15.03*(a) Where D is greater than Table depth
(D - Table depth) R = $(15.03 - 14.27) 1.646 = + 1.25"$ (b) Where D is less than Table depth (if allowed)
(Table depth - D) R =

If restricted by superstructures

Moulded Breadth (B) = *34.33*Standard Round of Beam = $\frac{B \times 12}{50} = 8.24"$ Ship's Round of Beam = *8.2*Difference *express* = *.26*

Restricted to

Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.26}{4} \times .2633 = -.02$

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 ...	<i>135.91</i>	<i>135.91</i>	<i>3'9"</i>	<i>3.75/3.76</i>	<i>135.55</i>
" overhang ...	<i>.25</i>	<i>.12</i>			<i>.12</i>
Bridge enclosed...					
" overhang aft ...					
" overhang forward					
Fore enclosed ...	<i>21.83</i>	<i>21.61</i>	<i>7'0"</i>		<i>21.61</i>
" overhang ...	<i>Open</i>				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	<i>157.99</i>	<i>157.64</i>			<i>157.28</i>

Standard Height of Superstructure *6.00*" " R.Q.D. *3.76*Deduction for complete superstructure *27.40*Percentage covered $\frac{S}{L} = 73.83$ " $\frac{S_1}{L} = 73.67$ " $\frac{E}{L} = 73.50$ Percentage from Table, Line A. *67.30*
(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 = $27.40 \times .673 = - 18.44$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>31.40</i>	1		<i>31.40</i>	<i>30.00</i>	<i>30.00</i>	1		<i>30.00</i>
$\frac{1}{8}L$ from A.P. ...	<i>13.97</i>	4		<i>55.88</i>	<i>13.20</i>	<i>13.20</i>	4		<i>52.80</i>
$\frac{2}{8}L$ " ...	<i>3.45</i>	2		<i>6.90</i>	<i>3.30</i>	<i>3.30</i>	2		<i>6.60</i>
Amidships ...	-	4		-	0	-	4		-
$\frac{3}{8}L$ from F.P. ...	<i>6.91</i>	2		<i>13.82</i>	<i>7.37</i>	<i>7.37</i>	2		<i>14.74</i>
$\frac{4}{8}L$ " ...	<i>27.95</i>	4		<i>111.80</i>	<i>29.48</i>	<i>29.48</i>	4		<i>117.92</i>
F.P. ...	<i>62.80</i>	1		<i>62.80</i>	<i>67.00</i>	<i>67.00</i>	1		<i>67.00</i>
Total ...				<i>282.60</i>					<i>289.06</i>

Mean actual sheer aft = *Deficient. > 75% Standard.*
Mean standard sheer aftMean actual sheer forward = *Express.*
Mean standard sheer forwardLength of enclosed superstructure forward of amidships = *Nil at standard*
" " aft of " = *Height of R.Q.D.*Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{6.46}{18} (.75 - .3691) = -.14$ If limited on account of midship superstructure. *Yes. Nil.*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.

Raised Quarter Deck
 Depth to *Freeboard Deck* = *18.78*
 Summer freeboard = *4.52*
Moulded draught (d) = *14.26*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = $3.57 = 3\frac{1}{2}$ Addition for Winter North Atlantic Freeboard (if required) = $5\frac{1}{2}$

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 2244$

Tons per inch immersion at summer load water line

T = *15.0*Deduction = $\frac{\Delta}{40T}$ inches= $3.74 = 3\frac{3}{4}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.732 + .68}{1.36} = \frac{1.412}{1.36}$ Depth Correction ... *1.25*Deduction for superstructures ... *18.44*Sheer correction ... *.02*Round of Beam correction ... *.02*

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc. ... *45.00*

	+	-
Depth Correction	<i>1.25</i>	
Deduction for superstructures		<i>18.44</i>
Sheer correction		<i>.02</i>
Round of Beam correction		<i>.02</i>
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.	<i>45.00</i>	
	<i>46.25</i>	<i>18.46</i>

Summer Freeboard = *54.29*SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood, Steel, Deck*:

Tropical Fresh Water Line above Centre of Disc ...	<i>7'4"</i>
Fresh Water Line " " ...	<i>3'4"</i>
Tropical Line " " ...	<i>3'2"</i>
Winter Line below " " ...	<i>3'2"</i>
Winter North Atlantic Line " " ...	<i>5'2"</i>

Tropical Fresh Water Freeboard ...	<i>4'6 1/4"</i>
Fresh Water " " ...	<i>3'11"</i>
Tropical " " ...	<i>4'2 1/2"</i>
Winter " " ...	<i>4'2 3/4"</i>
Winter North Atlantic " " ...	<i>4'9 3/4"</i>
	<i>4'11 3/4"</i>

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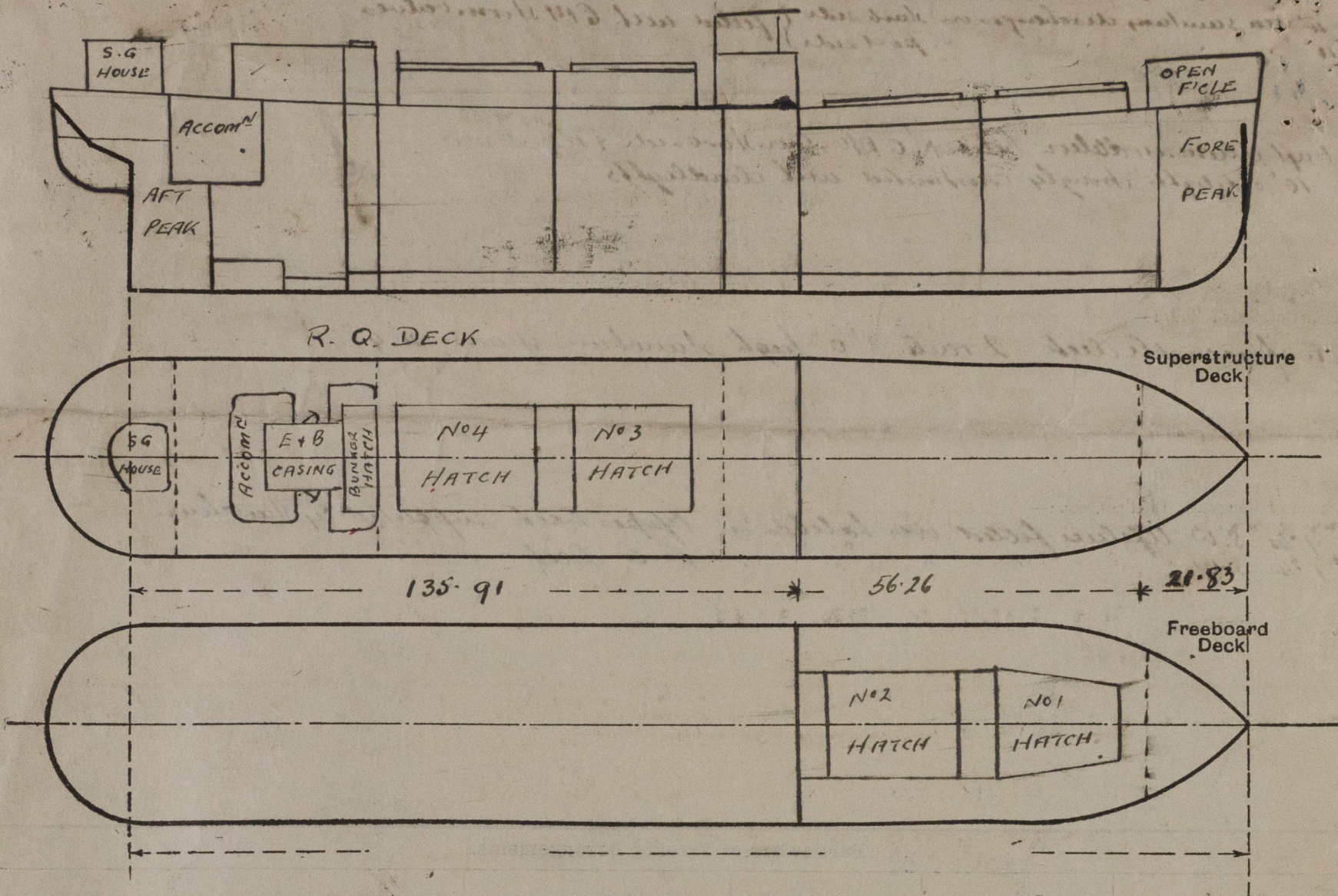
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Corkeath.

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:—

Displacement at $14' 2\frac{3}{4}"$ Draft = 2218 Tons I.P.T. 15.

Builder's name and yard number *Messrs S. P. Austin & Son Ltd No. 341*

Names of sister ships

Owners *Gray & Colliers Ltd.*

Fee £ *10*

Received by me

Will be charged on completion



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