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			E	
Goatland	364.6 x 50.3 x 24.11	.7879	- $\frac{1}{4}$	
Fylingdale	364 x 51.2 $\frac{1}{2}$ x 25.0	.7906	- $\frac{1}{4}$	
Winewick	364 x 50.8 $\frac{1}{2}$ x 25.6 $\frac{1}{2}$	.795	- $\frac{1}{2}$	
Wharfedale	360 x 49.8 $\frac{1}{2}$ x 25.5	.797	- $\frac{1}{2}$	
Leaton	348 x 50 x 24.10 $\frac{3}{4}$	.485	1906	
Worsley	359.8 x 49.9 x 25.4 $\frac{1}{2}$	.797	- $\frac{1}{4}$	

	Goatland	Fylingdale
Large Cuff	.77	.77
Small Cuff	.800	.789

### S.S. "Goatland."

This submitted the owners be informed that the freeboard calculations for this vessel have been very carefully checked and on the basis of the information supplied they are found to be correct.

A comparison has been made with the Fylingdale which from the point of view of freeboard calculation is the nearest to the Goatland and it is found that while the Tonnage Coefficient as used in the 1906 regulations is .77 in each case the displacement coefficient based on the information supplied and used in the Convention Calculations is .789 for the Fylingdale and .800 for the Goatland. This accounts for the greater part of the difference in the freeboard of



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	1900 Comp. Coeff.	Depth Correction	Super. Correction	Altitude	Corrected	1900 Depth
Gothland	364.06 x 50.25 x 24.92	.77	.840	+1.79	.7879	-1.81
Fylingdale	364 x 51.21 x 25.00	.77	.789	+2.13	.7906	-1.73
Rusnewick	364 x 50.71 x 25.52	.77	.792	+3.64	.795	-1.97
Saltwich	360 x 49.71 x 25.42	.77	.794	+4.04	.797	-1.76
Inceaton	348 x 50 x 24.89	.78	.786	+4.60	.485	-1.27
Searesby	359.8 x 49.75 x 25.42	.79	.800	+4.07	.797	-1.77



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