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# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
## SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER:......Sea kork........................... WITH / WITHOUT TIMBER DECK CARGO

| | |
|---|---|
| Nationality | Builders' Name and No. of Ship |
| Port of Registry | |
| Official Number | Owners |
| Gross Tonnage | |
| Date of Build | Port and Date of survey |
| | Name of Surveyor |
| Particulars of Classification | Names of Sister Ships |

Type of Superstructures

Trade of Ship

Service Endorsement if any

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (........wood.......steel)

| | | | | | Corresponding Freeboard | |
|---|---|---|---|---|---|---|
| TROPICAL FRESH WATER LINE above centre of disc | | | | | | |
| FRESH WATER LINE | | ,, | ,, | ,, | ,, | ,, |
| TROPICAL LINE | | ,, | ,, | ,, | ,, | ,, |
| WINTER LINE | below | ,, | ,, | | ,, | ,, |
| WINTER NORTH ATLANTIC LINE | ,, | ,, | ,, | | ,, | ,, |

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

| | | | | | Corresponding Freeboard | |
|---|---|---|---|---|---|---|
| TROPICAL FRESH WATER Timber line above L.S. | | | | | | |
| FRESH WATER | | ,, | ,, | ,, | ,, | ,, |
| TROPICAL | | ,, | ,, | ,, | ,, | ,, |
| WINTER | | ,, | below | ,, | ,, | ,, |
| WINTER NORTH ATLANTIC | ,, | ,, | ,, | ,, | ,, | ,, |

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

for Chief Surveyor

Passed at a meeting of the Canadian Committee of the British Corporation Register of Shipping and Aircraft

on the

Secretary
Canadian Committee

Reported at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the

Secretary

Jan 6/49.    "Seekonk"                                  14.5 × 85% = 12.325 = 12'4"

# COMPUTATION OF FREEBOARD

Length on summer load line  213.5    Moulded Breadth  37.    Moulded Depth  14.5    Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth  2090  Tons  17.07

Co-efficient of fineness for use with tables  $\dfrac{\triangle \times 35}{L \times B \times D \times .85}$ = $\dfrac{2090 \times 35}{213.5 \times 37 \times 14.5 \times .85}$ = .751

Displacement and tons per inch immersion in salt water at summer load line

| | | | |
|---|---|---|---|
| Moulded depth | 14.5 | Deduction for Fresh Water $\dfrac{\triangle}{40T}$ = 3.06 = .3" inches | |
| Stringer Plate  3/8 | .03 | Round of Beam Correction | |
| Sheathing on exposed deck $T\left(\dfrac{L-S}{L}\right)$ | | Ships Round of Beam  equal +  4.5  inches | |
| Rise of floor (in sailers) | | Standard Round of Beam $\dfrac{B \times 12}{50}$  8.88 | |
| Depth for Freeboard (D) | 14.53 | Difference  4.38 | |
| Table Depth  7/15  14.23 | | Restricted to | |
| Depth Correction  213.5/130 × .30 = .49 | | Correction $\dfrac{\text{Difference}}{4} \times \left(1 - \dfrac{S_1}{L}\right)$ = 1.095 × .305  .334" + | |

If restricted by superstructures

| | Enclosed Length S. | Length of Overhang | Height | Mean Covered Length (S) | Height Correction S.1. | Effective Length (E) | Standard Height of Superstructure  6'-0" |
|---|---|---|---|---|---|---|---|
| Poop | 47.45 | | | 47.45 | 47.45 | 47.45 | „  „  R.Q.D. |
| Raised Quarter Deck | | | | | | | Percentage covered S/L = 35.7 |
| Bridge | | F | | | | | „  „  $S_1/L$ = 69.5 |
| | | A | | | | | „  „  E/L = 49.9 |
| Forecastle | 28.75 | | | 28.75 | 28.75 | 28.75 | „  from Table line A, B, (corrected for absence of forecastle if required) |
| Trunk Aft | | | | | | | Percentage from Table by interpolation for Bridge |
| „  Forward | | | | | | | less than .2L if required  = |
| Tonnage Opening Aft | 133.35 | 29/37 | 2.52/6 | | 72.1 | 30.28 | Deduction  = |
| „  „  Forward | | | | | | | Percentage from Table for Tankers (or Timber ships) = |
| Totals | 209.55 | | | 76.20 | 148.3 | 106.48 | Deduction = .409 × 27.35 = −11.2 |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product | |
|---|---|---|---|---|---|---|
| A.P. | 26.5 | 31.35 | | 1 | 26.5 | Mean Actual sheer aft  = Less |
| ⅙ L from A.P. | 11. | | | 4 | 44. | „  Standard „  „ |
| ⅓ L from A.P. | 1.5 | | | 2 | 3. | Mean Actual sheer forward  = Less |
| Amidships | 0. | | | 4 | | „  Standard „  „ |
| ⅓ L from F.P. | 3. | | | 2 | 6. | Length of enclosed superstructure forward of amidships / Length of Ship  = |
| ⅙ L  „  „ | 21. | | | 4 | 84. | |
| F.P. | 41. | 62.70 | | 1 | 41. | Length of enclosed superstructure aft of amidships / Length of Ship  = |
| | | | | 18 | 204.5 | Sheer Correction = Difference × $\left(.75 - \dfrac{S}{2L}\right)$ = |
| | | | | | | 4.315 × (.75 − 172) = 2.47 + |

Effective Mean Sheer  =  11.36
Standard „  „  .05L + 5  =  15.675
Difference  4.315

If limited on account of midship superstructure  =
„  to maximum allowance of 1½ ins. per 100 ft. =

1431/756
TABULAR FREEBOARD corrected for flush deck if required =  25.26
Correction for co-efficient = 25.26 × $\dfrac{.68 + .751}{1.36}$  = 26.58   DRAUGHTS AND SEASONAL CORRECTIONS

| | + | − | | Sailer, ~~Tanker, Steamer~~ | Timber |
|---|---|---|---|---|---|
| Depth correction | .493 | | | | |
| Deduction for superstructures | | 11.2 | Depth to Freeboard Deck in feet | 14.53 | |
| Sheer correction | 2.47 | | Summer Freeboard in feet | 1.56 | |
| Round of Beam correction | .334 | | Moulded Draught (d) | 12.99 | (d1) |
| Correction for thickness of deck amidships | | | Addition for Keel | | |
| Other corrections, scantlings, etc. | | | Extreme draught | | |
| | 3.297 | 11.2  −7.903 | Deduction for Tropical and addition for Winter freeboard d/4 = 3 ins. | | |
| Summer Freeboard in inches  = | 18.677 | | Addition for Winter North Atlantic (if required)  = 5 ins. | | |
| Additional allowance for superstructures on | S. 1·6½ | | Deduction for Tropical Timber Freeboard d/4 = ins. | | |
| Timber carrying ships  = | | | Addition for Winter $\dfrac{d}{3}$  = ins. | | |
| Summer Timber Freeboard in inches  = | | | „  „  N.A. Timber Freeboard (if required) = ins. | | |

11.2
2.3
7.9