

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, SAILER: "VIC7" ~~WITH~~ TIMBER DECK CARGO
WITHOUT

Nationality *British* Builders' Name and No. of Ship *Richard Dunston Ltd*

Port of Registry *Hull* Owners *Thorne Yorkshire*

Official Number *167120* Owners *D. Mc. Connolly*

Gross Tonnage *95.67*

Date of Build *1943.* Port and Date of survey *Soultamptn*

Particulars of Classification Name of Surveyor *D. Mc QUEEN.*

Names of Sister Ships

Type of Superstructures

Trade of Ship *COASTING.*

Service Endorsement if any

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

TROPICAL FRESH WATER LINE above centre of disc

Corresponding Freeboard

FRESH WATER LINE

" " "

" "

TROPICAL LINE

" " "

" "

WINTER LINE

below " "

" "

WINTER NORTH ATLANTIC LINE

" " "

" "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.

Corresponding Freeboard

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

Chief Surveyor

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

on the



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Foundation
Secretary

010816-010823-0229

COMPUTATION OF FREEBOARD

Length on summer load line 7 Moulded Breadth 18'-5" Moulded Depth 9'-6" Depth of Keel 5"

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 7 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} =$

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

Moulded depth Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches

Stringer Plate Round of Beam Correction

Sheathing on exposed deck $T \left(\frac{L-S}{L} \right)$ Ships Round of Beam inches

Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$

Depth for Freeboard (D) Difference

Table Depth Restricted to

Depth Correction Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L} \right) =$

If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)	
Poop							Standard Height of Superstructure
Raised Quarter Deck							" " R.Q.D.
Bridge		F					Percentage covered S/L =
		A					" " E/L =
Forecastle							" 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							Deduction =
" " Forward							Percentage from Table for Tankers (or Timber ships) =
Totals							Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	
A.P.				1		" Standard " "	=
$\frac{1}{6}$ L from A.P.				4		Mean Actual sheer forward	=
$\frac{1}{3}$ L from A.P.				2		" Standard " "	=
Amidships				4		Length of enclosed superstructure forward of amidships	=
$\frac{1}{3}$ L from F.P.				2		Length of Ship	
$\frac{1}{6}$ L " "				4		Length of enclosed superstructure aft of amidships	=
F.P.				1		Length of Ship	
				18		Sheer Correction = Difference X $\left(.75 - \frac{S}{2L} \right) =$	
Effective Mean Sheer							=
Standard " " .05L + 5						If limited on account of midship superstructure	=
Difference						" to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =	

TABULAR FREEBOARD corrected for flush deck if required =

Correction for co-efficient =

	+	-
Depth correction		
Deduction for superstructures		
Sheer correction		
Round of Beam correction		
Correction for thickness of deck amidships		
Other corrections, scantlings, etc.		

Summer Freeboard in inches =

Additional allowance for superstructures on

Timber carrying ships =

Summer Timber Freeboard in inches =

DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet		
Summer Freeboard in feet		
Moulded Draught (d)		(d1)
Addition for Keel		
Extreme draught		
Deduction for Tropical and addition for Winter freeboard $d/4 =$		ins.
Addition for Winter North Atlantic (if required)		= ins.
Deduction for Tropical Timber Freeboard $d/4 =$		ins.
Addition for Winter " " $\frac{d1}{3} =$		ins.
" " N.A. Timber Freeboard (if required) =		ins.