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The fittings and appliances are in accordance with the particulars shown in the form and are in good condition

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Lloyd's Register
Foundation
Corporation Register of Shipping and Aircraft
Secretary
012551-012558-0283

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THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD
CONDITIONS OF ASSIGNMENT

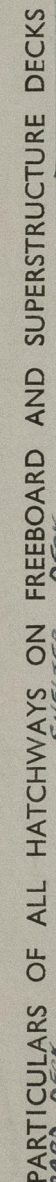
PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

PARTICULARS OF FREEING ARRANGEMENTS

State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Give particulars of freeing port area, etc., on superstructure decks



Are tarpaulins in good condition and in accordance with rule requirements?	YES	Are wood fore and afters steel shod at all bearing surfaces?

REASSIGNMENT

2505/2

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

17/5/45.

STEAMER, ~~TANKER~~, SAILER: S.S. "EMPIRE MAYTREE" ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship AILSA SHIPBUILDING CO. LTD. TROON
 Port of Registry TROON YARD N° 459.

Official Number 169267. Owners MINISTRY OF WAR TRANSPORT.

Gross Tonnage 394 (MGRS) SINGAPORE STRAITS STEAMSHIP CO. LTD.

Date of Build AUGUST 1945 Port and Date of survey TROON - DURING CONSTRUCTION

Particulars of Classification B.S. * (WITH FREEBOARD) Name of Surveyor J. B. TILLERY.
(EAST INDIAN ARCHIPELAGO SERVICE) Names of Sister Ships EMPIRE MAYTIME "C" TYPE COASTER

Type of Superstructures

Trade of Ship

Service Endorsement ~~may~~ AND ONLY SO LONG AS THE SHIP IS ENGAGED IN EAST INDIAN ARCHIPELAGO SERVICE.

TEMPORARY ENDORSEMENT :- THE EXTREME DRAUGHT OF THIS VESSEL FROM THE UNITED KINGDOM TO THE PORT OF DESTINATION MUST NOT EXCEED 9'0" ALL SEASONS.

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

TROPICAL FRESH WATER LINE above centre of disc	-	Corresponding Freeboard	-
FRESH WATER LINE " " "	2 1/2 "	" " "	0' - 4 1/2 "
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

ISSUE 28.8.45
EXPIRY 27.8.50.

LL-12 REASSIGN.

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 5th September 1945



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Secretary

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COMPUTATION OF FREEBOARD

Length on summer load line 140'-5" Moulded Breadth 27'-0" Moulded Depth 10'-6" Depth of Keel 80

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 683 Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} = 7063$

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

Moulded depth 10.500

Deduction for Fresh Water $\frac{\Delta}{40T} = 2\frac{1}{2}$ inches

Stringer Plate 5/16 .026

Round of Beam Correction

Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$

Ships Round of Beam 0.00 inches

Rise of floor (in sailers)

Standard Round of Beam $\frac{B \times 12}{50} = 6.48$

Depth for Freeboard (D) 10.526

Difference 6.48

Table Depth L/15 9.361

Restricted to

Depth Correction L/130 1.165

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 1.62 \times 2.359 =$

If restricted by superstructures

1.258 ON

= .382 ON

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	50'-5"	28'-0"	7'-0"	78.42	-	64.42
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	23'-9"	34'-2"	7'-0"	58.00	-	40.88
Trunk Aft						
„ Forward						
Tonnage Opening Aft						
„ „ Forward	4'-0"		7'-0"	4.00	1.5	2.00
Totals				140.42		107.30

Standard Height of Superstructure 6'-0"

„ „ R.Q.D. -

Percentage covered S/L = 100%

„ „ E/L = 76.41%

„ from Table line A, B, (corrected for

absence of forecastle if required) 70.88%

Percentage from Table by interpolation for Bridge

less than .2L if required = -

Deduction = 20.042 x .7088 = 14.21 off

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Excess Tw. DK HEIGHT = SHELTER DK LEVEL Fms 24-56

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
12 A.P. (STRAIGHT)	16	24.04	24.04	1	24.04
12.44 1/2 L from A.P.		10.70	10.70	4	42.80
3.11 1/2 L from A.P.		2.64	2.64	2	5.28
- Amidships		-	-	4	-
3.89 1/2 L from F.P.		5.29	3.89	2	7.78
15.56 1/2 L " "		21.40	15.56	4	62.24
3A.98 F.P.	32	48.08	34.98	1	34.98
				18	177.12

Mean Actual sheer aft

MORE THAN 1

„ Standard „ „

Mean Actual sheer forward

LESS THAN 1 (72.84%)

„ Standard „ „

Length of enclosed superstructure forward of amidships

Length of Ship

Length of enclosed superstructure aft of amidships

Length of Ship

Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) = 2.180 \times 2.5$

= .545 ON.

Effective Mean Sheer

9.84

Standard „ „ .05L + 5

12.020

If limited on account of midship superstructure

Difference

2.180

„ to maximum allowance of 1 1/2 ins. per 100 ft. = -

TABULAR FREEBOARD corrected for flush deck if required = 14.25

Correction for co-efficient =

13863/136

= 14.53 DRAUGHTS AND SEASONAL CORRECTIONS

	+	-
Depth correction	1.26	-
Deduction for superstructures	-	14.21
Sheer correction	.54	-
Round of Beam correction	.38	-
Correction for thickness of deck amidships		
Other corrections, scantlings, etc.	4.50	

Sailer, Tanker, Steamer

Timber

Depth to Freeboard Deck in feet

10.526

All Season Summer Freeboard in feet

.583

Moulded Draught (d)

9.943

(d1)

Addition for Keel

.80

.067

Extreme draught

10'-0"

10.010

Deduction for Tropical and addition for Winter freeboard d/4 = - ins.

Addition for Winter North Atlantic (if required) - ins.

Deduction for Tropical Timber Freeboard $\frac{d}{4}$ = - ins.Addition for Winter " " $\frac{d}{4}$ = - ins.

" " N.A. Timber Freeboard (if required) - ins.

ALL SEASONS

Summer Freeboard in inches

0'-7"

Additional allowance for superstructures on

Timber carrying ships

Summer Timber Freeboard in inches

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REASSIGNMENT.

2505/3.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

MANTIN

STEAMER, ~~TANKER, SATER:~~

S.S. EMPIRE MAYTREE.

WITHOUT ~~TIMBER~~ TIMBER DECK CARGONationality BRITISH.Builders' Name and No. of Ship ALSA SHIPBUILDING CO LTD. TROON.Port of Registry SINGAPORE.YARD NO 459Official Number 169267.Owners MAT [MAY] SINGAPORE STRAITS STEAMSHIP CO LTDGross Tonnage 394.Date of Build 8/1945.

Port and Date of survey

Name of Surveyor

Particulars of Classification BS* (WITH FREEBOARD. -Names of Sister Ships C TYPE COASTERS.EAST INDIAN. ARCHIPELAGO SERVICE.)

Type of Superstructures

Trade of Ship

Service Endorsement AND ONLY SO LONG AS THE SHIP IS ENGAGED IN
EAST INDIAN. ARCHIPELAGO SERVICE.

All Seasons

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

0' - 2 1/2"

TROPICAL FRESH WATER LINE above centre of disc

Corresponding Freeboard

FRESH WATER LINE " " "

2 1/2"

" "

TROPICAL LINE " " "

1/2"

" "

0 - 2"

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

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

on the

7th May, 1947



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Chief Surveyor

Secretary

COMPUTATION OF FREEBOARD

Length on summer load line 140'-5" Moulded Breadth 27'-0" Moulded Depth 10'-0" Depth of Keel 1'-80
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 683. Tons

Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = \underline{.7063.}$

Displacement and tons per inch immersion in salt water at summer load line 666 @ 7.51.

Moulded depth 10.500. Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches

Stringer Plate 5/16. .026. Round of Beam Correction

Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ - Ships Round of Beam 0.00. inches

Rise of floor (in sailers) -

Standard Round of Beam $\frac{B \times 12}{50}$ 6.48.

Depth for Freeboard (D) 10.526.

Difference 6.48.

Table Depth 4/15. 9.361.

Restricted to

Depth Correction 4/30. 1.165.

Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 1.62 \times .2354 = \underline{.382 ON.}$

If restricted by superstructures

1.258 ON.

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	50'-5"	28'-0"	7'-0"	78.42.	-	64.42.
Raised Quarter Deck						
Bridge		F				
		A				
Forecastle	23'-9"	34'-3"	7'-0"	58.00.	-	40.88.
Trunk Aft						
" Forward						
Tonnage Opening Aft	4'-0"			4.00 + 5		2.00.
" " Forward						
Totals				140.42		107.30

Standard Height of Superstructure 6'-0"

" " R.Q.D.

Percentage covered S/L = 100%.

" " E/L = 76.41%.

" from Table line A, B, (corrected for absence of forecastle if required) 70.88%.

Percentage from Table by interpolation for Bridge

less than .2L if required =

Deduction = 20.042 + .7088 = 14.21 OFF

Percentage from Table for Tankers (or Timber ships) =

Deduction =

12 Excess Tonnage OK HT. Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
ACTUAL EQUIV. SHEER			EQUIV.		
28. A.P.	1'-4"	24.04.	24.04.	1	24.04.
12.44 1/2 L from A.P.		10.70.	10.70.	4	42.80.
3.11 1/2 L from A.P.		2.64.	2.64.	2	5.28.
- Amidships		-	-	4	-
3.89. 1/2 L from F.P.		5.29.	3.89.	2	7.78.
15.56. 1/2 L " "		21.40.	15.56.	4	62.24.
34.98. F.P.	2'-8"	48.08.	34.98.	1	34.98.
				18	107.12.

Effective Mean Sheer = 9.840.

Standard " " .05L + 5 = 12.020.

Difference

Mean Actual sheer aft = MORE THAN 1.

Mean Actual sheer forward = LESS THAN 1 (72.84%).

Length of enclosed superstructure forward of amidships = -
Length of Ship

Length of enclosed superstructure aft of amidships = -
Length of Ship

Sheer Correction = Difference $\times \left(1 - \frac{S}{2L}\right) = 2.180 \times .25 = \underline{.545 ON.}$

If limited on account of midship superstructure =

" to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = 14.25.

Correction for co-efficient = 1.3863/1.36. = 14.53. DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	1.26.				
Deduction for superstructures		14.21.			
Sheer correction	.54				
Round of Beam correction	.38.				
Correction for thickness of deck amidships					
Other corrections, scantlings, etc.					
	2.18.	14.21.	12.03.		

Summer Freeboard in inches 2 1/2" = 2.50.

Additional allowance for superstructures on

Timber carrying ships =

Summer Timber Freeboard in Inches =

Depth to Freeboard Deck in feet 10.526.

Summer Freeboard in feet 2.08.

Moulded Draught (d) 10.318.

Addition for Keel .067.

Extreme draught 10'-4 1/2" 10.385.

Deduction for Tropical and addition for Winter freeboard d/4 = 2 1/2' ins.

Addition for Winter North Atlantic (if required) = ins.

Deduction for Tropical Timber Freeboard d/4 = ins.

Addition for Winter " " d 1/3 = ins.

" " N.A. Timber Freeboard (if required) = ins.