

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

STEAMER ~~TANKER~~ MONT SANDRA WITH TIMBER DECK CARGO
WITHOUT

Nationality British - Montreal Builders' Name and No. of Ship

Port of Registry

Official Number 175619 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)

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

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



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COMPUTATION OF FREEBOARD

Length on summer load line **417' - 6"** Moulded Breadth **56' - 10 $\frac{1}{2}$ "** Moulded Depth **37' - 4"** Depth of Keel **3/4"**
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **16630** Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7724$
 Displacement and tons per inch immersion in salt water at summer load line **14207 at 48.4 T.P.I.**
 Moulded depth **37.333** Deduction for Fresh Water $\frac{\Delta}{401} = 7-1/4$ inches
 Stringer Plate **.063** Round of Beam Correction
 Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ **-** Ships Round of Beam **14.00** inches
 Rise of floor (in sailers) **-** Standard Round of Beam $\frac{B \times 12}{50} = 13.65$
 Depth for Freeboard (D) **37,396** Difference **.35**
 Table Depth **L/15** **27,833** Restricted to
 Depth Correction **3 x** **9,363** Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .0875 \times 1 = .09$ off
 If restricted by superstructures **28,689 on**

	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	FLUSH DECK				Percentage covered S/L =
Forecastle		A					" " E/L =
Trunk Aft							" from Table line A, B, (corrected for absence of forecastle if required)
" Forward							Percentage from Table by interpolation for Bridge 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
A.P.	54.5	51.75	54.50	1	54.50
$\frac{1}{6}$ L from A.P.	23.5	23.03	23.50	4	94.00
$\frac{1}{3}$ L from A.P.	5.75	5.69	5.75	2	11.50
Amidships	0	-	-	4	-
$\frac{1}{3}$ L from F.P.	11.5	11.38	11.50	2	23.00
$\frac{1}{6}$ L " "	47.	46.06	47.00	4	188.00
F.P.	105.5	103.50	105.50	1	105.50
				18	476.50

Mean Actual sheer aft = More than 1
 " Standard " "
 Mean Actual sheer forward = More than 1
 " Standard " "
 Length of enclosed superstructure forward of amidships =
 Length of Ship
 Length of enclosed superstructure aft of amidships =
 Length of Ship
 Sheer Correction = Difference $\times \left(0.75 - \frac{S}{2L}\right) = .597 \times .75 = .4478$ off
 If limited on account of midship superstructure =
 " to maximum allowance of 1 $\frac{1}{2}$ ins. per 100 ft. =

Effective Mean Sheer = **26.472**
 Standard " " .05L + 5 = **25.875**
 Difference = **.597**

TABULAR FREEBOARD corrected for flush deck if required = **77 + 6.26 = 83.26**

Correction for co-efficient =

DRAUGHTS AND SEASONAL CORRECTIONS

	+	-			
Depth correction	28.69	-			Sailer, Tanker, Steamer
Deduction for superstructures	-	-			Timber
Sheer correction	-	.45			Depth to Freeboard Deck in feet 37.396
Round of Beam correction	-	.09			Summer Freeboard in feet 9.79
Correction for thickness of deck amidships	-	-			Moulded Draught (d) 27.606 (d1)
Other corrections, scantlings, etc.	.42	-			Addition for Keel .115
	29.11	.54	28.57		Extreme draught 27.721
Summer Freeboard in inches 9' - 9$\frac{1}{2}$" = 117.48					Deduction for Tropical and addition for Winter freeboard d/4 = 6.9 ins.
Additional allowance for superstructures on Timber carrying ships =					Addition for Winter North Atlantic (if required) = ins.
Summer Timber Freeboard in inches =					Deduction for Tropical Timber Freeboard d/4 = ins.
					Addition for Winter " " $\frac{d1}{3}$ = ins.
					" " N.A. Timber Freeboard (if required) = ins.

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