

REASSIGNMENT.

2559/2.

THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

MENTAKHIS.

STEAMER, TANKER, SAILER: E. S. S. EMPIRE MAYPORTWITH TIMBER DECK CARGO
WITHOUTNationality BRITISH.Builders' Name and No. of Ship Messrs. COOK WELTON & GEMMELL LTD.Port of Registry SINGAPORE.BEVERLEY. YARD NO 749.Official Number 180449.Owners M. O. F. [M. O. F.] SINGAPORE STRAITS. S. S. CO. LTD.Gross Tonnage 394.1.Date of Build SEPT. 1945.

Port and Date of survey

Name of Surveyor

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

Type of Superstructures

OPEN SHELTER DECK.

Trade of Ship

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

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 "

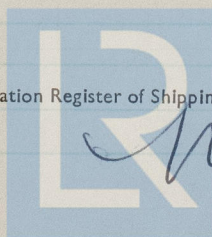
WINTER NORTH ATLANTIC " " "

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

William H. May
Chief Surveyor

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

on the 7th May, 1947

© 2021

Lloyd's Register
Foundation
Secretary

011610-011618-0221

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 $666 @ 7.51$.
Moulded depth 10.500 . Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
Stringer Plate $\frac{5}{16}$. 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 $\frac{B \times 12}{50} = \frac{6.48}{6.48}$.
Depth for Freeboard (D) 10.526 . Difference
Table Depth $\frac{4}{15}$. Restricted to
Depth Correction $\frac{4}{120}$. Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 1.62 \times .2359$
If restricted by superstructures 1.258 on. $= .382 \text{ on.}$

	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 x .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 = $20.042 \times .7088 = 14.21 \text{ OFF}$
Percentage from Table for Tankers (or Timber ships) =
Deduction =

12" EXCESS TWIN DECK HT. STATION ACTUAL BOUN. SHEER.

	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	1'-4"	24.04.	24.04.	1	24.04.
$\frac{1}{8}$ L from A.P.		10.70.	10.70.	4	42.80.
$\frac{1}{8}$ L from A.P.		2.64.	2.64.	2	5.28.
Amidships	-	-	-	4	-
$\frac{1}{8}$ L from F.P.		5.29.	3.89.	2	7.78.
$\frac{1}{8}$ L " "				4	
F.P.	2'-8"	21.40.	15.56.	1	62.24.
		48.08.	34.98.	1	34.98.
				18	117.12.

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 $\times \left(75 - \frac{S}{2L}\right) = 2.180 \times .251$
= .545 on
If limited on account of midship superstructure =
" to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. =

Effective Mean Sheer = 9.840 .
Standard " " .05L + 5 = 12.020 .
Difference = 2.180 .

TABULAR FREEBOARD corrected for flush deck if required = 14.25 .
Correction for co-efficient = $\frac{1.3863}{1.36} = 14.53$.

	+	-
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 $2\frac{1}{2}" = 2.50$
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	10.526.	
Summer Freeboard in feet	.208.	
Moulded Draught (d)	10.318.	(d1)
Addition for Keel	.067.	
Extreme draught	10'-4 $\frac{1}{2}"$ 10.385.	
Deduction for Tropical and addition for Winter freeboard $d/4 = 2\frac{1}{2}$ ins.		
Addition for Winter North Atlantic (if required)		ins.
Deduction for Tropical Timber Freeboard $d/4$		ins.
Addition for Winter " " $\frac{d}{3}$		ins.
" " N.A. Timber Freeboard (if required)		ins.