

REASSIGNMENT.

486/3.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, ~~SAILER~~: ..... S.S. AMARA POORA ..... WITH TIMBER DECK CARGO  
WITHOUT

Nationality BRITISH Builders' Name and No. of Ship W<sup>M</sup> DENNY & BROS. L<sup>TD</sup>  
 Port of Registry GLASGOW N<sup>O</sup> 1062  
 Official Number 144211 Owners P. HENDERSON GLASGOW  
 Gross Tonnage 9300.47  
 Date of Build 7/1920 Port and Date of survey GLASGOW FEB. 1949  
 Name of Surveyor J. H. TAIT  
 Particulars of Classification BS \* Names of Sister Ships "PEGU"

Type of Superstructures COMBINED POOP AND BRIDGE & F'OLE.

Trade of Ship

Service Endorsement if any WHEN MORE THAN 12 PASSENGERS ARE CARRIED THE FREEBOARD OF THE SHIP SHALL BE GOVERNED BY THE TERMS OF THE PASSENGER AND SAFETY CERTIFICATE.

ALL SEASONS.

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

Line	Position	Corresponding Freeboard
TROPICAL FRESH WATER LINE	above centre of disc	9'-10 1/2"
FRESH WATER LINE	" " "	5 1/2"
TROPICAL LINE	" " "	" "
WINTER LINE	below " "	" "
WINTER NORTH ATLANTIC LINE	" " "	" "

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

Line	Position	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

*J. H. Tait*  
Chief Surveyor

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

on the 2<sup>nd</sup> March 1949



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Lloyd's Register  
Secretary  
Foundation

BOTH SIDES

003013-003017-0045 1/2

# COMPUTATION OF FREEBOARD

Length on summer load line 465'-0" Moulded Breadth 59'-0" Moulded Depth 33'-4" Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth \_\_\_\_\_ 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 =

AS. PREVIOUSLY

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	
A.P.				1		Mean Actual sheer aft =
$\frac{1}{2}$ L from A.P.				4		" Standard " " =
$\frac{1}{2}$ L from A.P.				2		Mean Actual sheer forward =
Amidships				4		" Standard " " =
$\frac{1}{2}$ L from F.P.				2		Length of enclosed superstructure forward of amidships =
$\frac{1}{2}$ L " "				4		Length of Ship
F.P.				1		Length of enclosed superstructure aft of amidships =
				18		Length of Ship
Effective Mean Sheer						Sheer Correction = Difference $\times \left(.75 - \frac{S}{2L}\right) =$
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 = 91.75

Correction for co-efficient =  $\frac{1.4285}{1.36} = 96.37$  DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	7.43				
Deduction for superstructures		18.76		Depth to Freeboard Deck in feet <u>33.375</u>	
Sheer correction		2.54		Summer Freeboard in feet <u>9.875</u>	
Round of Beam correction	.17			Moulded Draught (d) <u>23.500</u>	(d1)
Correction for thickness of deck amidships		1.23		Addition for Keel <u>.167</u>	
Other corrections, scantlings, etc.	37.06			Extreme draught <u>23.667</u>	
	44.66	22.53	22.13		

**ALL SEASONS.**  
 Summer Freeboard in inches 9-10 1/2 = 118.50 Deduction for Tropical and addition for Winter freeboard d/4 = \_\_\_\_\_ 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.