

REASSIGNMENT.

2477/2

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, ^{S.S.} SAILED: "EMPIRE MAYFLOWER" ~~WITH~~ WITHOUT TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship BARHAM & SONS LTD N° 308

Port of Registry SUNDERLAND Owners MINISTRY OF WAR TRANSPORT.

Official Number 180164 (MAGS) SINGAPORE STRAITS SHIPPING CO LTD.

Gross Tonnage 30410 Port and Date of survey SUNDERLAND. DURING CONSTRUCTION.

Date of Build 9/1945 Name of Surveyor W.H. STEPHENSON. T.B. TILLERY.

Particulars of Classification B.S.*/WITH FREEBOARD* Names of Sister Ships BUILDERS No 307. "C" TYPE COASTER

Type of Superstructures OPEN SKEWER DECK - MIDDLE LINE OPENING AMIDSHIPS

Trade of Ship

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

TEMPORARY ENDORSEMENT

THE EXTREME DRAUGHT OF THIS SHIP FOR THE VOYAGE FROM THE UNITED KINGDOM TO
THE PORT OF DESTINATION MUST NOT EXCEED 9'0"

ALL SEASONS

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

" " "

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

LL12 Reassign

Original cert not

Issued 24-8-45
Expiry 23-8-50

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

1st August 1945



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Secretary

003450-003457-0037.1

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 774 @ 7.70.
 Moulded depth 10.500 Deduction for Fresh Water $\frac{\Delta}{40T} = 2\frac{1}{4}$ inches
 Stringer Plate $\frac{5}{16}$.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 $\frac{4}{15}$ 9.361 Restricted to
 Depth Correction $\frac{4}{130}$ 1.165 Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = 1.62 \times .2359$
 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'-3"	7'-0"	58.00		40.88
Trunk Aft						
„ Forward						
Tonnage Opening Aft	4'-0"			4'-0"	x .50	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 x .7088 = 14.21 OFF
 Percentage from Table for Tankers (or Timber ships) =
 Deduction = -

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
12'-00" L from A.P.	1'-4"	24.04	24.04	1	24.04
12'-44" L from A.P.		10.70	10.70	4	42.80
3'-11" L from A.P.		2.64	2.64	2	5.28
- Amidships	-	-	-	4	-
3'-89" L from F.P.		5.29	3.89	2	7.78
15'-56" L " "		21.40	15.56	4	62.24
34'-98" F.P.	2'-8"	48.08	34.98	1	34.98
				18	177.12
Effective Mean Sheer					9.840
Standard „ „ .05L + 5					12.020
Difference					2.180

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 X $\left(75 - \frac{S}{2L}\right) = 2.180 \times .25$
 = .545 ON.
 If limited on account of midship superstructure =
 „ to maximum allowance of 1½ ins. per 100 ft. = -

TABULAR FREEBOARD corrected for flush deck if required = 14.25

Correction for co-efficient = $\frac{13863}{136} = 14.53$ DRAUGHTS AND SEASONAL CORRECTIONS

	+	-		
Depth correction	1.26	-	Depth to Freeboard Deck in feet	10.526
Deduction for superstructures	-	14.21	ALL SEASONS	
Sheer correction	.54	-	Summer-Freeboard in feet	.583
Round of Beam correction	.38	-	Moulded Draught (d)	9.943
Correction for thickness of deck amidships	-	-	Addition for Keel	.067
Other corrections, scantlings, etc.	4.50	-	Extreme draught	10'-0" 10.010
	6.68	14.21 - 7.53		

ALL SEASONS
 Summer Freeboard in inches 7" = 7.00
 Additional allowance for superstructures on
 Timber carrying ships =
 Summer Timber Freeboard in inches =

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 „ „ $\frac{d}{3} =$ - ins.
 „ „ N.A. Timber Freeboard (if required) = - ins.