

REASSIGNMENT.

31-7-46

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT SURVEY FOR FREEBOARD

STEAMER, TANKER, SAILER: SS. NORMAN QUEEN WITH TIMBER DECK CARGO  
WITHOUT

Nationality BRITISH. Builders' Name and No. of Ship ARDROSSAN DOCKYARD LTD.

Port of Registry LONDON. YARD NO 397.

Official Number 169965. Owners BRITISH CHANNEL TRADERS LTD.

Gross Tonnage 1047.43. QUEENSHIP NAVIGATION LTD.

Date of Build 10/1944. Port and Date of survey ARDROSSAN DURING CONSTRUCTION.

Particulars of Classification BS\* Name of Surveyor T.B. TILLERY.

Type of Superstructures POOP. R.Q.D\*. BRIDGE & FOLE. Names of Sister Ships HIGHLAND QUEEN BALMORAL QUEEN

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	<sup>RA.</sup> 7 1/2"	Corresponding Freeboard 4'-4"
FRESH WATER LINE " " "	4"	3'-8 1/2"
TROPICAL LINE " " "	3 1/2"	4'-0"
WINTER LINE below " " "	3 1/2"	4'-0 1/2"
WINTER NORTH ATLANTIC LINE " " "	5 1/2"	4'-7 1/2"
		4'-9 1/2"

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

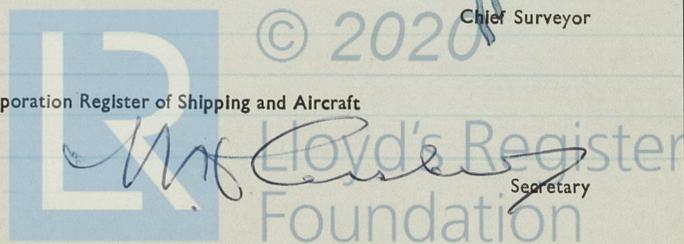
The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Chief Surveyor

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

on the August 7<sup>th</sup> 1946.

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# COMPUTATION OF FREEBOARD

Length on summer load line **202'-0"** Moulded Breadth **32'-7"** Moulded Depth **15'-9"** Depth of Keel **1'**  
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **1845.1820** Tons  
 Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times .85} = \frac{7328 \times 35}{202 \times 32.7 \times 15.9} = .7228$   
 Displacement and tons per inch immersion in salt water at summer load line **2100 @ 13-30 T.P.I.**  
 Moulded depth **15.75** **19.417** Deduction for Fresh Water  $\frac{\Delta}{40T} = 4"$  inches  
 Stringer Plate **42 (R.Q.D. .38)** **.035** **.031** Round of Beam Correction  
 Sheathing on exposed deck T  $\left(\frac{L-S}{L}\right)$  **-** **-** Ships Round of Beam **7.875** inches  
 Rise of floor (in sailers) **-** **-** Standard Round of Beam  $\frac{B \times 12}{50} = 7.820$   
 Depth for Freeboard (D) **15.745** **19.448** Difference **.055**  
 Table Depth  $\frac{1}{15}$  **13.467** Restricted to  
 Depth Correction  $\frac{1}{130} \times 2.318$  **2.318** Correction  $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) = .014 \times 1836$   
 If restricted by superstructures **= 3.60 ON.** **= Nil.**

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	38'-9"		7'-0"	38.75		38.75
Raised Quarter Deck	94'-0"		3'-6"	94.00		94.00
Bridge	12'-0"	F <sup>2'-0"</sup> R.Q.M.D. A	7'-0"	12.00		13.33
Forecastle	23'-3 1/2"		7'-0"	23.29		18.86
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" " Forward						
Totals				168.04		164.94

Standard Height of Superstructure **6.0'**  
 " " R.Q.D. **3.65'**  
 Percentage covered S/L = **83.18%**  
 " " E/L = **81.64%**  
 " from Table line A, B, (corrected for absence of forecastle if required) **77.33%**  
 Percentage from Table by interpolation for Bridge less than .2L if required =  
 Deduction = **26.20 x .7733 = 20.26 OFF.**  
 Percentage from Table for Tankers (or Timber ships) =  
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	27.5	30.2	27.5	1	27.5
1/3 L from A.P.	12.0	13.44	12.0	4	48.0
1/3 L from A.P.	3.0	3.32	3.0	2	6.0
Amidships	-	-	-	4	-
1/3 L from F.P.	0.5	6.64	.5	2	1.0
1/3 L " "	24.0	26.88	24.0	4	96.0
F.P.	64.5	60.40	64.5	1	64.5
				18	243.0
Effective Mean Sheer					13.50
Standard " " .05L + 5					15.10
Difference					1.60

Mean Actual sheer aft = **LESS THAN 1.**  
 " Standard " "  
 Mean Actual sheer forward =  $\frac{138}{160.96} = 85.74\%$   
 " Standard " "  
 Length of enclosed superstructure forward of amidships =  
 Length of Ship  
 Length of enclosed superstructure aft of amidships =  
 Length of Ship  
 Sheer Correction = Difference  $\times \left(.75 - \frac{S}{2L}\right) = 1.60 \times .3341 = .54 ON.$   
 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 = **23.45**

Correction for co-efficient =  $\frac{1408}{1.36} = 24.19$

	+	-	
Depth correction	3.60	-	
Deduction for superstructures	-	20.26	
Sheer correction	.54	-	
Round of Beam correction			
Correction for thickness of deck amidships			
Other corrections, scantlings, etc.			
	4.14	20.26	-16.12

## DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet	<b>19.448</b>	
Summer Freeboard in feet	<b>4.323</b>	
Moulded Draught (d)	<b>15.115</b>	(d1)
Addition for Keel	<b>.082</b>	
Extreme draught	<b>15'-2 1/2"</b> <b>15.198</b>	
Deduction for Tropical and addition for Winter freeboard d/4 =	<b>3.78</b> ins.	
Addition for Winter North Atlantic (if required)	<b>5.78</b> ins.	
Deduction for Tropical Freeboard d/4	<b>3.78</b> ins.	
Addition for Winter " " d/3	<b>5.78</b> ins.	
" " N.A. Timber Freeboard (if required)	<b>5.78</b> ins.	

Summer Freeboard in inches = **43.96**  
 Additional allowance for superstructures on Timber carrying ships **20.00** = **43.96**  
 Summer Timber Freeboard in inches **4'-4"** = **52.00**

