

4/d M.O.T. /
ad. DOWER

2938

Form LL. 4.C. Revised

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

8-3-48

FRARGATE

STEAMER, TANKER, SAILER: STEEL MOTORSHIP "RIVER TRENT" WITH ~~WITHOUT~~ TIMBER DECK CARGO

Nationality BRITISH. Builders' Name and No. of Ship GOLE & B. & R. CO LTD.

Port of Registry HULL Owners R. H. HUNT & SONS LTD

Official Number 163960.

Gross Tonnage 246. Port and Date of survey HULL. 5TH MARCH 1948.

Date of Build 1935. Name of Surveyor T. L. DIXON.

Particulars of Classification Names of Sister Ships

Type of Superstructures POOP & FORECASTLE

Trade of Ship COASTING.

Service Endorsement if any AND ONLY SO LONG AS THE SHIP IS ENGAGED IN THE HOME TRADE.

LINE	RECOMMENDED	AMIDSHIPS FROM	DISC TO TOP OF	DECK LINE	WOOD	STEEL	FREEBOARD
SUMMER FREEBOARD	recommended	amidships	from centre	of disc to top	of deck line	(wood steel)	0' - 9 1/4"
TROPICAL FRESH WATER LINE	above	centre	of disc				NOT ASSIGNED.
FRESH WATER LINE	"	"	"				2"
TROPICAL LINE	"	"	"				NOT ASSIGNED.
WINTER LINE	below	"	"				2"
WINTER NORTH ATLANTIC LINE	"	"	"				NOT ASSIGNED.

LINE	RECOMMENDED	AMIDSHIPS FROM	TOP OF	DECK LINE	CORRESPONDING	FREEBOARD
SUMMER TIMBER FREEBOARD	recommended	amidships	from top	of deck line		
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

[Signature]
Chief Surveyor

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

on the 4th April 1948

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012096-012101-0092 1/8

[Signature]
Secretary

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COMPUTATION OF FREEBOARD

Length on summer load line **116'-0"** Moulded Breadth **23'-0"** Moulded Depth **9'-0"** Depth of Keel **1'-0"**
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **409** Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} = .7015$
 Displacement and tons per inch immersion in salt water at summer load line **450**
 Moulded depth **9'-0"** **9.000** Deduction for Fresh Water $\frac{\Delta}{40T} = 2"$ inches
 Stringer Plate **30** **.025** Round of Beam Correction
 Sheathing on exposed deck T $\frac{L-S}{L}$ **-** Ships Round of Beam **6"** **6.00** inches
 Rise of floor (in sailers) **-** Standard Round of Beam $\frac{B \times 12}{50} = 5.52$
 Depth for Freeboard (D) **9.025** Difference **.48**
 Table Depth $\frac{L}{15} = 7.734$ Restricted to
 Depth Correction $\frac{L}{130} = 1.291 = 1.15$ ON. Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .12 \times .6282 = .0754$
 If restricted by superstructures **= .08 OFF**

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	35'-0"	-	6'-8"	35'-0"	-	35.00
Raised Quarter Deck						
Bridge		F				
Forecastle	16'-0"	3'	3'-0"	16.25	$\times \frac{3.00}{6.00}$	8.13
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals				51.25		43.13

Standard Height of Superstructure **6'-0"**
 " " R.Q.D.
 Percentage covered S/L = **44.18 %**
 " " E/L = **37.18 %**
 " from Table line A, B, (corrected for absence of forecastle if required) **21.10 %**
 Percentage from Table by interpolation for Bridge less than .2L if required =
 Deduction = **17.60** $\times .2110 = 3.71$ OFF.
 Percentage from Table for Tankers (or Timber ships) =
 Deduction =

DESIGNED FOR STANDARD SHEER

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	21.6	21.60	21.60	1	21.60
1/2 L from A.P.	9.6	9.61	9.60	4	38.40
1/2 L from A.P.	2.38	2.38	2.38	2	4.76
Amidships	0			4	-
1/2 L from F.P.	5.6	4.75	5.60	2	11.20
1/2 L " "	19.6	19.22	19.60	4	78.40
F.P.	43.4	43.20	43.40	1	43.40
				18	197.76
Effective Mean Sheer					10.99
Standard " " .05L + 5					10.80
Difference					.19

Mean Actual sheer aft = **STANDARD SHEER.**
 " Standard " "
 Mean Actual sheer forward = **STANDARD SHEER.**
 " Standard " "
 Length of enclosed superstructure forward of amidships =
 Length of Ship
 Length of enclosed superstructure aft of amidships =
 Length of Ship
 Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = .19 \times .5291 = .10$ OFF.
 If limited on account of midship superstructure = **NIL**
 " to maximum allowance of 1 1/2 ins. per 100 ft. =

TABULAR FREEBOARD corrected for flush deck if required = **11.60**
 Correction for co-efficient = $\frac{1.3815}{1.36} = 11.78$

draughts and seasonal corrections

	+	-		Sailer, Tanker, Steamer	Timber
Depth correction	1.15				
Deduction for superstructures		3.71			
Sheer correction					
Round of Beam correction		.08			
Correction for thickness of deck amidships					
Other corrections, scantlings, etc.					
	1.15	3.79	2.64		
Summer Freeboard in inches	9 1/4"		9.14		
Additional allowance for superstructures on Timber carrying ships					
Summer Timber Freeboard in inches					

Depth to Freeboard Deck in feet **9.025**
 Summer Freeboard in feet **.770**
 Moulded Draught (d) **8.255** (d1)
 Addition for Keel **.033**
 Extreme draught **8'-3 1/2"** **8.288**
 Deduction for Tropical and addition for Winter freeboard d/4 = **2"** ins.
 Addition for Winter North Atlantic (if required) = **4"** ins.
 Deduction for Tropical Timber Freeboard d/4 = ins.
 Addition for Winter " " $\frac{d}{3}$ = ins.
 " " N.A. Timber Freeboard (if required) = ins.

Form LL 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
 SURVEY FOR FREEBOARD
 CONDITIONS OF ASSIGNMENT

N.N. FRIARGATE

SHIP'S NAME **RIVER TRENT**
 Nationality and Port of Registry **BRITISH HULL**

OFFICIAL NUMBER **163960**

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

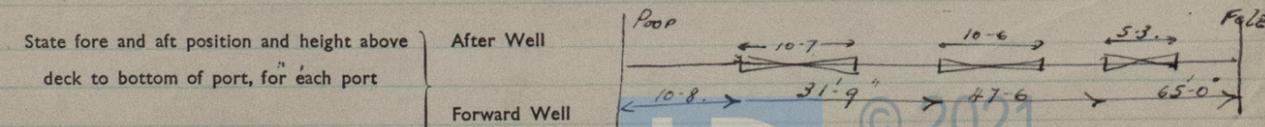
	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	.25	.25	3-2 1/2 x 30	30"	LUGS.	NONE	-	6-8"
R.Q.D. "								
Bridge Aft Bulkhead								
" Forward "								
Forecastle Bulkhead	30	.30	5 1/2 x 3 x 34	24"	BRACKETS.	TO CHAIN LOCKER 22'2'-0" x 1'-6"	12"	3'-0"
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	.26	.26	3-2 1/2 x 30	30"	BKTS AT TOP	NONE		3'-0"
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	26	26	3-2 1/2 x 30	30	NONE	NONE		6-8"
Deckhouses on flush deck ships								

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	No OPENING.
R.Q.D. "	
Bridge Aft Bulkhead	
" Forward "	
Forecastle Bulkhead	2 DOORS TO CHAIN LOCKER. 2'-0" x 1'-6" HINGED STEEL DOORS STEEL CURS
Exposed Machinery Casings on Freeboard or R.Q. decks	
Exposed Machinery Casings on superstructure decks	No OPENINGS.
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	
Deck houses on Flush Deck ships	

PARTICULARS OF FREEING ARRANGEMENTS

	Length of Bulwark	Height of Bulwark	No. and size of Freeing Ports each side	Area each side	Rule Area
After Well	65'-0"	3'-0"	10'-7" x 6 1/2"	14.25 sq.	13.0.
Forward Well			15'-6" x 6 1/2"		
			5'-3" x 6 1/2"		

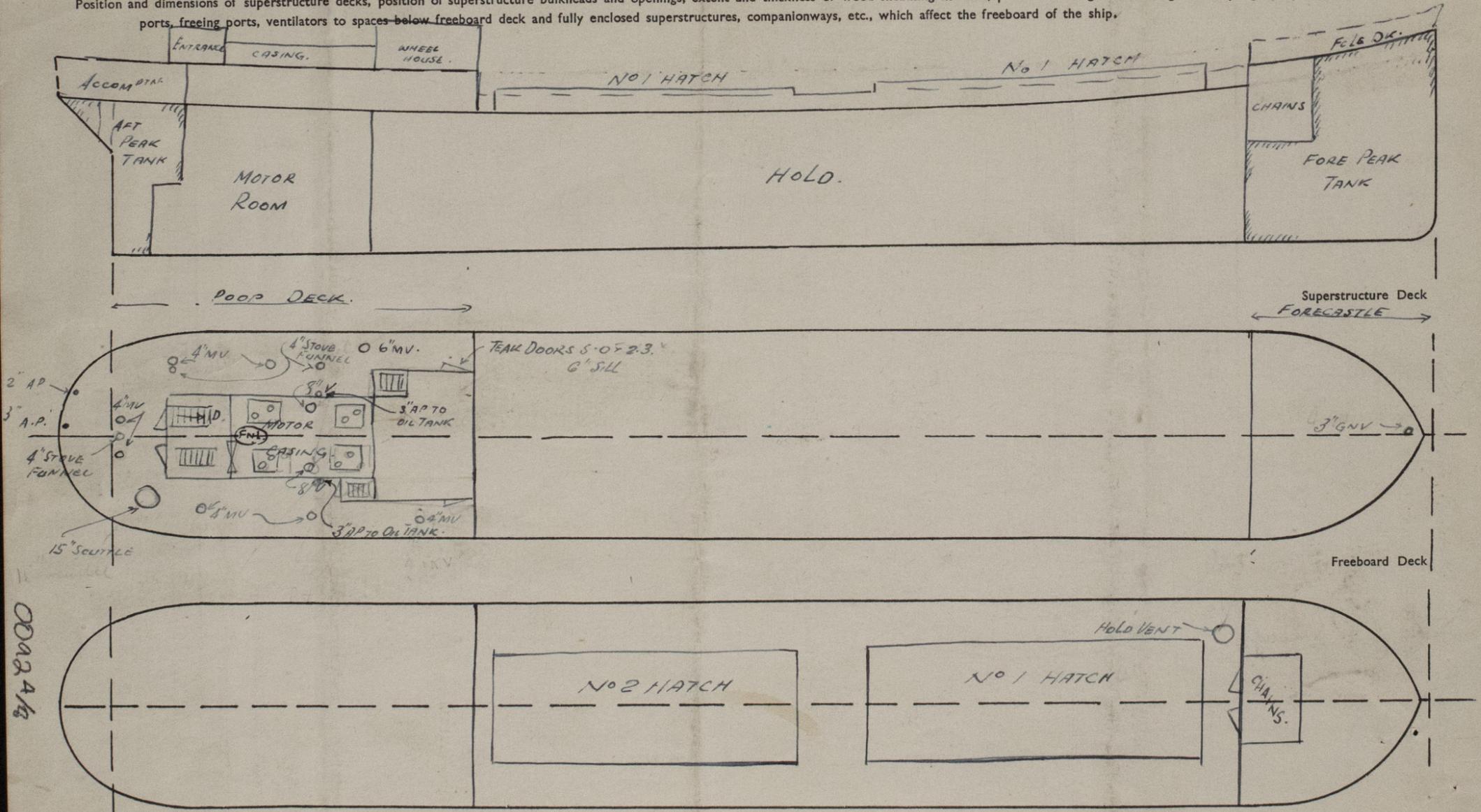


State whether freeing ports are fitted with shutters, bars or rails, and give particulars
 No SHUTTERS OR RAILS.
 FORMED BY FLANGING BULWARK.
 Give particulars of freeing port area, etc., on superstructure decks
 RAILS.

00922/8

00923/8

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	No 1	No 2.						
Dimensions of Hatchway	19-3-14-0	31-6" x 14-8"						
COAMINGS	Height above steel deck	33"						
	Thickness sides ends	.58	AS NO 1.					
	Stiffeners	7 x 3-36 BA						
Brackets or Stays	6 x 30 ↓							
HATCH BEAMS	Number	4	7					
	Spacing	3-10 1/4"	3-11 1/4"					
	Scantling and Sketch	3-5-42 12x30	AS NO 1. 12x32					
Bearing Surface and thickness of carriers or sockets	3"	3"						
FORE AND AFTERS	Number							
	Spacing							
	Unsupported lengths							
	Scantling and Sketch							
Bearing Surface and thickness of carriers or sockets								
HATCH COVERS	Material	F.I.R.	F.I.R.					
	Thickness	2 1/2.	2 1/2.					
	How Fitted	F&A	F&A					
	Bearing Surface	3	3					
	Spacing of Cleats	24.	24					
	Number of Tarpaulins	2	2.					

Are tarpaulins in good condition and in accordance with rule requirements? **YES**
 Are lashings provided in accordance with rule requirements? **YES. CRAMPS.**

Are wood fore and afters steel shod at all bearing surfaces? **NEW ONES ONLY.**
 Are battens and wedges efficient and in good condition? **YES**



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Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

FIDDLE, FUNNEL & VENTILATORS IN GOOD CONDITION.
CLOSED BY STEEL FLAPS (HINGED)

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

ONE IN POOP DECK TO GALLEY COAL BUNKER.
SECURED BY CHAIN. CAST IRON.

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

COMPANIONWAYS AT AFT END. CASING ON POOP DECK LEADING TO CREW SPACE & ENGINE ROOM. STEEL 5'-9" HIGH x 5'-3" x 5'-0" OPENINGS 4'-0" x 2'-0" SILLS 18" HIGH. HARD WOOD DOORS WITH SPRING LOCKS. COMPANION ON POOP DK TO CREW SPACE, ALONGSIDE CASING. 3'-6" LONG x 3'-0" x 2'-6" JEAKE SLIDING TOP & DOORS, SILL 18"

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

WELL, 12" DIA, 36" HIGH x 40", TO HOLD.
POOP, MUSHROOM VENTS TO ACCOM. SCREW DOWN.
1 1/2" GN. TO GALLEY STORE

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

POOP DK. 3" DIA GN TO AFT PEAK & F.W. TANK.
3" GN TO FORE "
NO AIR PIPES IN WELL.

Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

SCUPPERS IN WELL CUT THRO STRINGER BAR.
SANITARY PIPES FITTED WITH STORM VALVES. ON SHULL BELOW UPPER DECK
SCUPPERS IN POOP ACCOM. FITTED WITH STORM VALVE AT SHIP SIDE BELOW UPPER DECK

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

SIDE SCUTTLES IN POOP FITTED WITH HINGED DEADLIGHTS.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

Guard Rails on freeboard and superstructure decks (state type and where fitted)

GUARD RAILS ON POOP & FORECASTLE END 2 RAILS 3'-0" HIGH. STANCHIONS ABOUT 4'-0" APART.

Gangways and Lifelines

LIFELINES. AVAILABLE. NO GANGWAYS.

Gangway, Cargo and Coaling Ports in sides of ship

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition