

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 GOOLE S.B. & R.CO LTD.

Port of Registry HULL

Official Number 163960.

Owners R. H. HUNT & SONS LTD

Gross Tonnage 246.

Date of Build 1935.

Port and Date of survey HULL. 5TH MARCH 1948.

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.

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

TROPICAL FRESH WATER LINE above centre of disc NOT ASSIGNED. Corresponding Freeboard

FRESH WATER LINE " " " 2' " " 0' - 7 1/4"

TROPICAL LINE " " " NOT ASSIGNED. " " " 0' - 11 1/4"

WINTER LINE below " " " 2' " " 0' - 11 1/4"

WINTER NORTH ATLANTIC LINE " " " NOT ASSIGNED. " " " 0' - 11 1/4"

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 4th April 1948

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Lloyd's Register
Foundation
Secretary

012096-012101-00921/8

Length on summer load line	116'-0"	Moulded Breadth	23'-0"	Moulded Depth	9'-0"	Depth of Keel	40'
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	$\frac{\Delta}{40 T} =$	2"	inches	
Stringer Plate	30	.025	Round of Beam Correction				
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$		-	Ships Round of Beam	$\frac{6''}{B \times 12}$	6.00	inches	
Rise of floor (in sailers)		-	Standard Round of Beam	$\frac{50}{50}$	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	Correction	$\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) =$.12 x .6282		
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 A				
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 $\cdot 2L$ if required =

Deduction = $17.60 \times 2110 = 3.71 \text{ OFF.}$

Percentage from Table for Tankers (or Timber ships) =

Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	21.6 ¹¹	21.60	21.60	1	21.60
$\frac{1}{2}$ L from A.P.	9.6 ¹¹	9.61	9.60	4	38.40
$\frac{1}{2}$ L from A.P.	2.38 ¹¹	2.38	2.38	2	4.76
Amidships	0			4	—
$\frac{1}{2}$ L from F.P.	5.6 ¹¹	4.75	5.60	2	11.20
$\frac{1}{2}$ 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

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			9.025	
Deduction for superstructures		3.71			
Sheer correction			Depth to Freeboard Deck in feet	.770	
Round of Beam correction		.08	Summer Freeboard in feet	8.256	
Correction for thickness of deck amidships			Moulded Draught (d)	.033	(d)
Other corrections, scantlings, etc.			Addition for Keel	8'-3½"	
			Extreme draught	8.288	
	1.15	3.79			
Summer Freeboard in Inches	9¼"	=	2.64	Deduction for Tropical and addition for Winter freeboard d/4 =	2" ins.
			9.14	Addition for Winter North Atlantic (if required)	= 4" ins.
Additional allowance for superstructures on				Deduction for Tropical Timber Freeboard d/4	= ins.
Timber carrying ships		=		Addition for Winter " "	d 1 3 = ins.
Summer Timber Freeboard in inches		=	" "	N.A. Timber Freeboard (if required)	= ins.

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

N.N. FRIARGATE

SHIP'S NAME RIVER TRENT

OFFICIAL NUMBER 163960.

Nationality and Port of Registry BRITISH

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 x 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 2x2'-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 x 2 1/2 x 30	30"	BKTS AT TOP	NONE		3'-0"
Machinery Casings within Super- structures not fitted with Cl. 1 closing appliances	26	26	3 x 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)

PARTICULARS OF CLOSING APPLIANCES	
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 CLIPS
Exposed Machinery Casings on } Freeboard or R.Q. decks }	
Exposed Machinery Casings on } superstructure decks }	No OPENINGS.
Machinery Casings within super- structures not fitted with Cl. 1 Closing Appliances }	" "
Deck houses on Flush Deck ships	

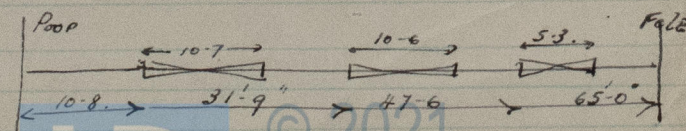
PARTICULARS OF FREEING ARRANGEMENTS

	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			3 @ 18'-6" x 6 1/2.		
			5'-3" x 6 1/2.		

State fore and aft position and height above
deck to bottom of port, for each port

After Well

Forward Well



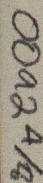
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

NO SHUTTERS OR RAILS

FORMED BY FLANGING BULWARK

Give particulars of freeing port area, etc., on superstructure decks

RAILS

[illegible]

2012

2012

Are wood fore and afters steel shod at all bearing surfaces? *NEW. ONES ONLY*

Are battens and wedges efficient and in good condition? *YES*

Give full particulars of the following :—

Fiddley, 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 fiddley covers, and if these are permanently attached in their proper positions)

FIDDLLEY, 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"
JEAK 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. 2" 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 SHELL 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



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