

Freeboard

Rule XCI.—*Computation of Freeboard*

Where the Assigning Authority is satisfied that the ship is suitable and that the conditions and arrangements are at least equal to the foregoing requirements for the carriage of timber deck cargo, the Summer freeboards computed in accordance with the Rules and Tables in Part III may be modified to give special timber freeboards, by substituting the following percentages for those in Rule LIII:—

TOTAL Effective Length of Superstructures

—	0	·1 L	·2 L	·3 L	·4 L	·5 L	·6 L	·7 L	·8 L	·9 L	1·0 L
	%	%	%	%	%	%	%	%	%	%	%
All types.	20	30·75	41·5	52·25	63	69·25	75·5	81·5	87·5	93·75	100

The Winter Timber freeboard is to be obtained by adding to the Summer Timber freeboard one-third of an inch per foot of the moulded Summer Timber draught.

The Winter North Atlantic Timber freeboards are the Winter North Atlantic freeboards prescribed in Rule LXV.

The Tropical Timber freeboard is to be obtained by deducting from the Summer Timber freeboard one-quarter of an inch per foot of the moulded Summer Timber draught.

PART VI.—LOAD LINES FOR TANKERS

Definition

Tanker.—The term “tanker” includes all steamers specially constructed for the carriage of liquid cargoes in bulk.

Rule XCII.—*Marks on the Ship's Sides*

The marks on the ship's sides are to be as provided in the figure in Rule IV.

Supplementary Conditions of Assignment for Deeper Loading

Rule XCIII.—*Construction of Ship*

The structure of the ship is to be of sufficient strength for the increased draught corresponding to the freeboard assigned.

Rule XCIV.—*Forecastle*

The ship is to have a forecastle of which the length is not less than 7 per cent of the length of the ship and the height is not less than the standard height.