

British Fame 34761  
British Endurance 35046  
Rpt. C.11 (Comp.).  
Abbeysdale 35183  
British Diligence 35273  
British Tenacity 35610.  
(Similar Ship)

Newcastle-on-Tyne 95237

B.T. COPY

Index. No. 35347.  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

JUL 16 1937

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
"BRITISH RESOLUTION"	165539	British London	8298	8.37	Newcastle upon Tyne
Moulded Dimensions: Length 464.21 Breadth 61.75 Depth 34.04					Date of Survey whilst building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 18198 includes tons "Tons for immersion"					Surveyor's Signature W. J. Craig
Coefficient of fineness for use with Tables .77					Particulars of Classification +100 A-1 "carrying petroleum in bulk"

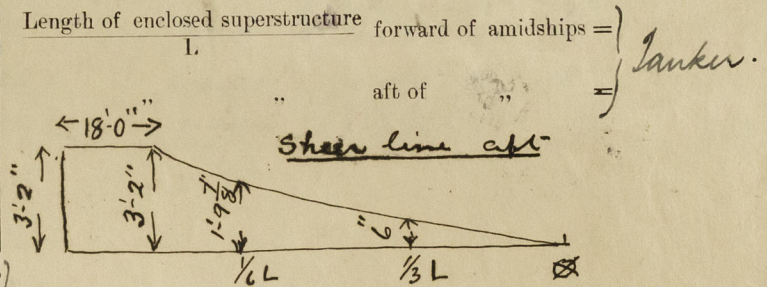
Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 34.04	(a) Where D is greater than Table depth (D - Table depth) R = (34.11 - 30.94) 3 = +9.5"	Moulded Breadth (B) 61.75
Stringer plate ... 8.2 ... .07	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50}$ = 14.82
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam $\frac{61.75}{50} = 1.235$ = 15"
Depth for Freeboard (D) = 34.11		Difference breadth at upper deck .18" excess
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.18}{4} \times .5809 = .026$

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	103.0	103.0	8'0" and 8'7" at transom		103.00	Standard Height of Superstructure 7.5'
" overhang ...	3.8	1.75			1.75	" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure 42.00"
" overhang ...						Percentage covered $\frac{S}{L} = 43.59$
Bridge enclosed ...	36.0	36.00	8'0"		36.00	" " $\frac{S_1}{L} = 41.91$
" overhang aft ...	3.0	2.25			2.25	" " $\frac{E}{L} = 41.91$
" overhang forward ...	3.5	1.75			1.75	Percentage from Table, Line A. TANKER 32.91
Forecastle enclosed ...	10.21	10.21	8'0"		10.21	(corrected for absence of forecastle (if required))
" overhang ...	43.14	39.59			39.59	Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = $42 \times .3291 = 13.8$
" " forward ...						
Total ...	202.35	194.55			194.55	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	56.42	1		56.42	38.0	38.00	1		38.00	Mean actual sheer aft = Deficient
1/4 L from A.P. ...	25.105	4		100.42	21.87	21.87	4		87.48	Mean actual sheer forward = 99.8% of Standard
1/2 L " ...	6.205	2		12.41	6.00	6.00	2		12.00	Mean standard sheer forward
Amidships ...	-	4		-	-	-	4		-	Length of enclosed superstructure forward of amidships =
3/4 L from F.P. ...	12.41	2		24.82	12.25	12.25	2		24.50	" aft of "
1/4 L " ...	50.21	4		200.84	50.12	50.12	4		200.48	
F.P. ...	112.84	1		112.84	113.00	113.00	1		113.00	
Total ...				507.75					247.46	
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{32.29}{18} (.75 - .2179) = +1"$										If limited to maximum allowance of 1 1/2 ins. per 100 ft.
If limited on account of midship superstructure:										



Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	78.75
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient	84.0
Depth to Freeboard Deck = 34.11	$\Delta = 27'0" = 17531$	Depth Correction ...	9.5
Summer freeboard = 6.73	Tons per inch immersion at summer load water line	Deduction for superstructures ...	13.8
Moulded draught (d) = 27.38	$T = 27'0" = 57.87$	Sheer correction ...	1.0
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction ...	-
Winter freeboard = $\frac{d}{4}$ inches = 6.84 = 6 3/4	= 7.4	Correction for Thickness of Deck amidships ...	-
Addition for Winter North Atlantic Freeboard (if required) = 6.84 + 4.64 = 11.48 = 11 1/2"	= 7 1/2"	Other corrections, scantlings, etc. ...	-
		Summer Freeboard = 80.7	

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	14 1/4"	Tropical Fresh Water Freeboard ...	5' 6 1/2"
Fresh Water Line " " ...	7 1/2"	Fresh Water " " ...	6' 1 1/4"
Tropical Line " " ...	6 3/4"	Tropical " " ...	6' 2"
Winter Line " below " " ...	6 3/4"	Winter " " ...	7' 3 1/2"
Winter North Atlantic Line " " ...	11 1/2"	Winter North Atlantic " " ...	7' 8 1/4"



B

A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

BRITISH RESOLUTION

Forecastle

$$\begin{array}{rcl} & & 57.96 \\ \text{Recess } \frac{18.0 \times 13.5}{52.67} & = & - 4.61 \\ & & 53.35 \\ \text{closed } & & 10.21 \\ & & \hline & & 43.14 \end{array}$$
$$\begin{array}{rcl} & & 46.42 \\ & & \hline & & 10.21 \\ & & \hline & & 36.21 \end{array}$$

Forecastle considered as open abaft intact steel bulkhead in view of fitting of pine doors.

$$\begin{array}{rcl} \text{Allowed } 36.21 \times .998 & = & 36.13 \\ 6.93 \times .50 & = & 3.46 \\ & \hline & 39.59 \end{array}$$

Trade of ship Oil Tanker  
Names of sister ships "British Fame", "British Endurance", "Abbeydale"  
"British Diligence"  
Builder's name and yard number Swan Hunter & Wigham Richardson Ltd. Newcastle upon Tyne N° 1514  
Owners British Tanker Co Ltd.  
Fee £ 19-0-0

