

Similar Ship
British Revolution
No 35347
British Providence 35813
British Liberty 35813
British Influence 35358

B.T. COPY.

NEWCASTLE-ON-TYNE

No. 97083.

35610

JAN 20 1939

B.

Index. No.
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name BRITISH TENACITY	Official Number 167170	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 8439.17	Date of Build 1939	Port of Survey Newcastle-upon-Tyne
Moulded Dimensions: Length 464-21-8 465-48-6 Breadth 61-75 Depth 34-04 <i>centre of stock</i>					Date of Survey January 1939
Moulded displacement at moulded draught = 85 per cent. of moulded depth 18198 tons					Surveyor's Signature H. J. Gray
Coefficient of fineness for use with Tables .766					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 - 31-03) 3 = +9-24	Moulded Breadth (B) 61-75
Stringer plate82	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 3-08	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 <input checked="" type="checkbox"/>	Ship's Round of Beam $\frac{61-12}{50} =$ 15
Depth for Freeboard (D) = 34-11		Difference 18 excess
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{18}{4} \times .5721 = -0.3$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	104.27	104.27	8-0 +	✓	104.27	Standard Height of Superstructure 7-5
„ overhang ...	3.5	1.75	8-7 at		1.75	„ „ R.Q.D. 42-60
R.Q.D. enclosed ...			drum			Deduction for complete superstructure
„ overhang ...						Percentage covered $\frac{S}{L} =$ 43.96
Bridge enclosed ...	36.0	36.00			36.00	„ „ $\frac{S_1}{L} =$ 42.79
„ overhang aft ...	3.0	2.25		✓	2.25	„ „ $\frac{E}{L} =$ 42.79
„ overhang forward	4.5	2.25			2.25	Percentage from Table, Line A. Tanker 33.79
Fore enclosed ...	51.94	51.94			51.94	(corrected for absence of forecastle (if required))
„ overhang ...	1.41	.71			.71	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 x .3379 = 14.19
„ „ forward						
Total ...	204.62	199.19			199.19	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	56.55	1		56.55	38.0	43.50	1		43.50	Mean actual sheer aft = Deficient
1/2 L from A.P. ...	25.17	4		100.68	21.87	21.87	4		87.48	Mean actual sheer forward = Deficient
3/4 L „ ...	6.22	2		12.44	6.00	6.00	2		12.00	Mean standard sheer forward
Amidships ...		4					4			Length of enclosed superstructure forward of amidships = Deficient
3/4 L from F.P. ...	12.44	2		24.88	12.25	12.25	2		24.50	„ aft of „ = Sheer.
1/2 L „ ...	50.33	4		201.32	50.12	50.12	4		200.48	
F.P. ...	113.10	1		113.10	113.00	113.00	1		113.00	
Total ...				508.97					480.96	
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{28.01(75-2198)}{18} = .5302 = .83$ 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 Fresh Deck (if required))
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line $\Delta = 27-0 = 17531$ 17255	Correction for coefficient .766 + .68 1.36
Depth to Freeboard Deck = 34-11	Tons per inch immersion at summer load water line $T = 27-0 = 58-29$ 58-12	Depth Correction ... 9-24
Summer freeboard = 6-67	Deduction = $\frac{\Delta}{40T}$ inches $= \frac{17531}{40 \times 58.12} = 7.42$	Deduction for superstructures ... 14-19
Moulded draught (d) = 27-44	= 7 1/2	Sheer correction83
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6-86 = 6 3/4		Round of Beam correction03
Addition for Winter North Atlantic Freeboard (if required) = 6-86 + 4-65 = 11-51 = 11 1/2		Correction for Thickness of Deck amidships ... -
		Other corrections, scantlings, etc. ... -
		Summer Freeboard = 79-91

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 ...	61-84
Fresh Water Line „ „ ...	7 1/2	Fresh Water „ „ ...	51-5 3/4
Tropical Line „ „ ...	6 3/4	Tropical „ „ ...	61-0 1/2
Winter Line below „ „ ...	6 3/4	Winter „ „ ...	61-1 1/4
Winter North Atlantic Line „ „ ...	11 1/2	Winter North Atlantic „ „ ...	71-2 3/4

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.

W. J. Crag.
18th January 1939

Forecastle Bulkhead.

$$\begin{array}{rcl}
 13.5' \times 18.0' & = & 243 \\
 6.75' \times 8.83' & = & 59.6 \\
 4.5' \times 3.14' & = & 14.27 \\
 \hline
 & & 316.87 \\
 & & \underline{52.67} \\
 & & 264.20
 \end{array}$$

Equivalent bulkhead =

$$\begin{array}{rcl}
 54.96 \\
 - 6.02 \\
 \hline
 48.94
 \end{array}$$

Deck Recess

$$\begin{array}{rcl}
 243 \\
 \underline{52.67} \\
 190.33
 \end{array}$$

$$\begin{array}{rcl}
 54.96 \\
 - 53.35 \\
 \hline
 1.61
 \end{array}$$

Overhang.

$$\begin{array}{rcl}
 53.35 \\
 - 51.94 \\
 \hline
 1.41
 \end{array}$$

Trade of ship

oiler.

Names of sister ships

Similar (except for Superstructures) to
British Fame, British Endurance, Abbeydale, British Diligence, British Resolution
Annals.

Builder's name and yard number

Swan Hunter & Wigham Richardson Ltd. N° 1592.

Owners

British Tankers Co Ltd.

Fee £

19-0-0.

Ship's Name

Official Number

Nationality

Disposition

Poop Bulkhead

Raised Quarter

Bridge, After

Bridge, Forward

Forecastle Bulkhead

Trunk, Aft

Trunk, Forward

Exposed Machinery

board or R

Exposed Machinery

structure D

Machinery Cas

tures not fi

Appliances

Deckhouses or

Poop Bulkhead

Raised Quarter

Bridge, After

Bridge, Forward

Forecastle Bulkhead

Exposed Machinery

board or R

Exposed Machinery

structure D

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Appliances

Deckhouses or



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