

GLASGOW REPORT No. 69631.

Index. No. 37968
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **BRITISH MIGHT** Official Number **180565** Nationality and Port of Registry **BRITISH LONDON** Gross Tonnage **8245** Date of Build **1945**

Port of Survey **GLASGOW**

Date of Survey **WHILE BUILDING**

Surveyor's Signature **W. J. Pyle**

Particulars of Classification **100A1 CARRYING PETROLEUM IN BULK (CLASS CONTEMPLATED)**

Moulded Dimensions: Length **460-11 1/2** Breadth **59.0** Depth **34-10**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **18207** tons

Coefficient of fineness for use with Tables **.791**

| Depth for Freeboard (D). | | Depth correction. | | Round of Beam correction. | |
|---|--------------|--|--------------------------------|---|----------------------|
| Moulded depth ... | 34-10 | (a) Where D is greater than Table depth (D - Table depth) R = | 34.90 - 30.73 = + 12.51 | Moulded Breadth (B) | 59 |
| Stringer plate ... | .80 | (b) Where D is less than Table depth (if allowed) (Table depth - D) R = | 4.17 | Standard Round of Beam = $\frac{B \times 12}{50}$ | 14.16 |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ | - | If restricted by superstructures | - | Ship's Round of Beam | 14.75 |
| Depth for Freeboard (D) = | 34.90 | | | Difference | .59 |
| | | | | Restricted to | .576 |
| | | | | Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L})$ | .59/4 = .1475 |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-----------------------------------|-------------------------|--|------------|-------------------|----------------------|
| Poop enclosed <i>equivalent</i> | 96.70 | 96.70 | 7.5 | - | 96.70 |
| „ overhang ... | | | | | |
| R.Q.D. enclosed | | | | | |
| „ overhang | | | | | |
| Bridge enclosed <i>equivalent</i> | 50.83 | 50.83 | 7.5 | - | 50.83 |
| „ overhang aft | 2.92 | 2.19 | | | 2.19 |
| „ overhang forward | | | | | |
| F'cle enclosed | 45.75 | 45.75 | 7.5 | - | 45.75 |
| „ overhang | | | | | |
| Trunk aft | | | | | |
| „ forward | | | | | |
| Tonnage opening aft | | | | | |
| „ forward | 196.20 | 195.47 | | | 195.47 |
| Total | 193.28 | 193.28 | | | 193.28 |

| | |
|--|----------------|
| Standard Height of Superstructure | 7.5 |
| „ „ R.Q.D. | - |
| Deduction for complete superstructure | 42 |
| Percentage covered $\frac{S}{L} =$ | 42.56 |
| „ „ $\frac{S_1}{L} =$ | 41.93 |
| „ „ $\frac{E}{L} =$ | 42.40 |
| Percentage from Table, Line A. | 32.93 |
| (corrected for absence of forecastle (if required)) | 33.40 |
| Percentage from Table, Line B. | - |
| (corrected for absence of forecastle (if required)) | - |
| Interpolation for bridge less than .2L (if required) | .3340 |
| Deduction = $42 \times 32.93 =$ | 13.83 |
| | - 14.03 |

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|---------------------|-------------------|----------|---------------|---------------|-----------------|--------------------|---------------|---|---------|
| A.P. ... | 56.10 | 1 | 56.10 | 46.66 | 46.66 | 1 | 46.66 | | |
| 1/4 L from A.P. ... | 24.96 | 4 | 99.84 | 7.67 | 7.67 | 4 | 30.68 | | |
| 1/2 L „ | 6.17 | 2 | 12.34 | NIL | - | 2 | - | | |
| Amidships | - | 4 | - | NIL | - | 4 | - | | |
| 3/4 L from F.P. ... | 12.34 | 2 | 24.68 | NIL | - | 2 | - | | |
| 1/4 L „ | 49.92 | 4 | 199.68 | 30.62 | 30.62 | 4 | 122.48 | | |
| F.P. ... | 112.19 | 1 | 112.19 | 101.68 | 101.68 | 1 | 101.68 | | |
| Total | | | 504.83 | | | | 401.50 | | |

Mean actual sheer aft = **Deficient**
Mean standard sheer aft = **Deficient**

Mean actual sheer forward = **Deficient**
Mean standard sheer forward = **Deficient**

Length of enclosed superstructure forward of amidships = **Tankers**
L

„ „ aft of „ = **-**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{203.33 - 2096}{18} = +6.12 + 6.07$
If limited on account of midship superstructure.

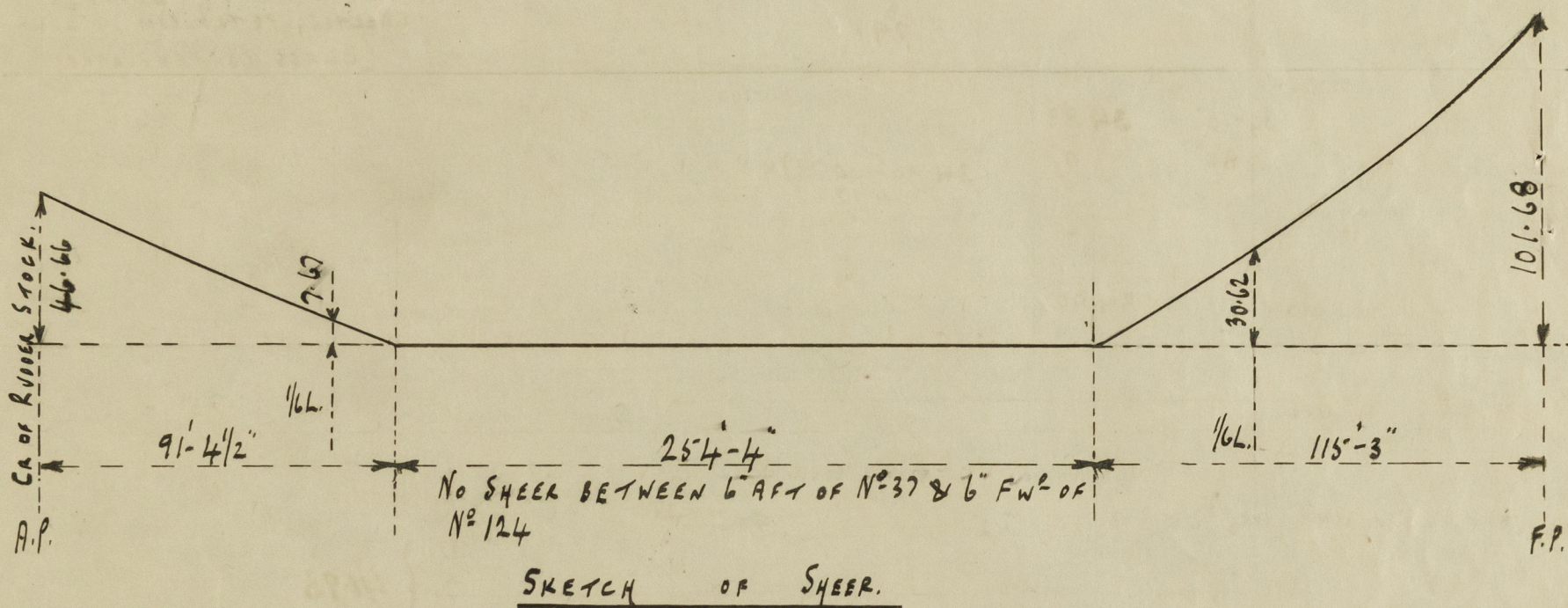
If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

| Deduction for Tropical Freeboard. | Deduction for Fresh Water. | TABULAR FREEBOARD | 77.94 |
|---|---|--|--------------|
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | Correction for coefficient | 84.30 |
| Depth to Freeboard Deck = 34.90 | $\Delta = 168.19$ | Depth Correction ... | 12.51 |
| Summer freeboard = 7.420 | Tons per inch immersion at summer load water line | Deduction for superstructures ... | 6.07 |
| Moulded draught (d) = 27.48 | T = 56.378 | Sheer correction ... | 6.10 |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.87 = 6 3/4 | Deduction = $\frac{\Delta}{40T}$ inches = 7.46 = 7 1/2 | Round of Beam correction ... | - |
| Addition for Winter North Atlantic Freeboard (if required) = 6.87 + 4.61 = 11.48 = 11 1/2 | | Correction for Thickness of Deck amidships ... | - |
| | | Other corrections, scantlings, etc. ... | - |
| | | Summer Freeboard = 88.99 | 88.99 |

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

| | | | |
|--|---------------|--------------------------------|-----------------|
| Tropical Fresh Water Line above Centre of Disc | 14 1/4 | Tropical Fresh Water Freeboard | 7-5 1/4 |
| Fresh Water Line | 7 1/2 | Fresh Water | 6-2 1/4 |
| Tropical Line | 6 3/4 | Tropical | 6-9 1/2 |
| Winter Line below | 6 3/4 | Winter | 6-10 |
| Winter North Atlantic Line | 11 1/2 | Winter North Atlantic | 7-11 1/2 |
| | | | 8-4 1/2 |

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.



EXTERNAL DISPLACEMENT AT 28'-0" DRAFT 17115 TONS, TONS PER INCH 56.55
 " " " 27'-0" " 16439 " " " 56.15.

MIDSHIP SECTION, FRAMING PROFILE, DECK PLAN & STERN FRAME & RUDDER ARE ENCLOSED HERewith.
 REQUEST FORM IS ENCLOSED HERewith.

$$\begin{array}{l} \text{Port} \\ 2/3 \times 5 = \frac{93.37}{3.33} \\ \hline 96.70 \end{array} \quad \left. \begin{array}{l} \text{Bridge} \\ 2/3 \times 5 = \frac{47.5}{3.33} \\ \hline 50.83 \end{array} \right\}$$

Trade of ship INTERNATIONAL

Names of sister ships ✓

Builder's name and yard number HARLAND & WOLFF LTD N° 11965.

Owners BRITISH TANKERS LTD

Pec of 19-0-0.



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