

British Promise
37026

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 36867
(For London Office only).

76d 4589.

17 JUN 1942

| | | | | | |
|--|----------------------------------|--|------------------------------|------------------------------|---|
| Ship's Name "BRITISH TRADITION" | Official Number 168301 | Nationality and Port of Registry British | Gross Tonnage 8443 | Date of Build 1942 | Port of Survey Liverpool |
| Moulded Dimensions: Length 463.0' Breadth 61.75' Depth 34.04' designed To centre of rudder stock 463'-7 3/4" 34.04' from ship | | | | | Date of Survey During construction |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 18240 tons | | | | | Surveyor's Signature A.W. Jackson |
| Coefficient of fineness for use with Tables .770 | | | | | Particulars of Classification + 100 A1 carrying petroleum in bulk (completed) |

| Depth for Freeboard (D). | Depth correction. | Round of Beam correction. |
|--|--|--|
| Moulded depth ... 34.07 | (a) Where D is greater than Table depth (D - Table depth) R = (34.13 - 30.91) $\times 3 = +9.66"$ | Moulded Breadth (B) 61.75' |
| Stringer plate06 | (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 = 15 1/2' |
| Depth for Freeboard (D) = 34.13 | | Difference .68" |
| | | Restricted to |
| | | Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.68}{4} \times .5689 = -.10'$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|--|-------------------------|--|-------------|-------------------|----------------------|
| Poop enclosed To E of stock 102.44 | 102.44 | 102.44 | 8.0' | ✓ | 102.44 |
| .. overhang ... See sketch | | | 8.0' | | |
| R.Q.D. enclosed ✓ | | | | | |
| .. overhang 46.87 | 46.87 | 46.87 | 8.0' | ✓ | 46.87 |
| Bridge enclosed Equiv 1.62 | 1.62 | 1.62 | 8.0' | | 1.62 |
| .. overhang aft See sketch | | | 8.0' | | |
| .. overhang forward 48.96 | 48.96 | 48.96 | 8.0' | ✓ | 48.96 |
| F'cle enclosed ✓ | | | | | |
| .. overhang ... ✓ | | | | | |
| Trunk aft ✓ | | | | | |
| .. forward ✓ | | | | | |
| Tonnage opening aft ✓ | | | | | |
| .. forward ✓ | | | | | |
| Total ... | 200.43 | 199.89 | | | 199.89 |

Standard Height of Superstructure **7.5'**
" " R.Q.D. **✓**
Deduction for complete superstructure **42.00'**
Percentage covered $\frac{S}{L} =$ **43.23**
" " $\frac{S_1}{L} =$ **43.11**
" " $\frac{E}{L} =$ **43.11**
Percentage from Table, Line A. **Tanker** **34.11**
(corrected for absence of forecastle (if required)) **✓**
Percentage from Table, Line B. **✓**
(corrected for absence of forecastle (if required)) **✓**
Interpolation for bridge less than .2L (if required) **✓**
Deduction = $34.11 \times 42.00 = -14.33'$
100.0

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|----------------------------|-------------------|----------|---------------|---------------|-----------------|--------------------|---------------|---|---------------|
| A.P. ... See sketch | 56.37 | 1 | 56.37 | 46.08 | 46.08 | 1 | 46.08 | | 46.08 |
| 1/4 L from A.P. ... | 25.085 | 4 | 100.34 | 21.44 | 21.44 | 4 | 85.76 | | 85.76 |
| 1/2 L " ... | 6.20 | 2 | 12.40 | 5.56 | 5.56 | 2 | 11.12 | | 11.12 |
| Amidships ... | - | 4 | - | - | - | 4 | - | | - |
| 3/4 L from F.P. ... | 12.40 | 2 | 24.80 | 12.68 | 12.68 | 2 | 25.36 | | 25.36 |
| 1/4 L " ... | 50.17 | 4 | 200.68 | 51.68 | 51.68 | 4 | 206.72 | | 206.72 |
| F.P. ... | 112.73 | 1 | 112.73 | 110.56 | 110.56 | 1 | 110.56 | | 110.56 |
| Total ... | | | 507.32 | | | | 485.60 | | |

Mean actual sheer aft = **Deficient** **less > 75%**
Mean standard sheer aft
Mean actual sheer forward = **Excess**
Mean standard sheer forward
Length of enclosed superstructure forward of amidships = **Tanker**
" aft of " = **Tanker**
Parallel to keel, upper dk. **37'-2 3/8"**
A.P. **✓**
Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{21.72}{18} (.75 - .2162) = .5338 = +.64"$
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 corrected for Flush Deck (if required) |
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | Correction for coefficient .770 + .68 = 1.45 / 1.36 |
| Depth to Freeboard Deck = 34.13 | $\Delta =$ 17.334 | Depth Correction ... 9.66 |
| Summer freeboard = 6.65 | Tons per inch immersion at summer load water line | Deduction for superstructures ... 14.33 |
| Moulded draught (d) = 27.48 | T = 58.26 | Sheer correction64 |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.87 = 6 3/4 | Deduction = $\frac{\Delta}{40T}$ inches = 7.42 | Round of Beam correction10 |
| Addition for Winter North Atlantic Freeboard (if required) = 6.87 + 4.64 = 11.51 = 11 1/2 | = 7 1/2 | Correction for Thickness of Deck amidships ... - |
| | | Other corrections, scantlings, etc. ... - |
| | | 10.30 14.43 -4.13 |
| | | Summer Freeboard = 79.68 |

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" |
| Fresh Water Line | " | 7 1/2" |
| Tropical Line | " | 6 3/4" |
| Winter Line | below | 6 3/4" |
| Winter North Atlantic Line | " | 11 1/2" |

| | | |
|--------------------------------|-----|-----------|
| Tropical Fresh Water Freeboard | ... | 6'-7 3/4" |
| Fresh Water | " | 5'-5 1/2" |
| Tropical | " | 6'-0 1/4" |
| Winter | " | 6'-1" |
| Winter North Atlantic | " | 7'-2 1/2" |
| | " | 7'-7 1/4" |

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.

Port.

101.79
68
102.44

Bridge

44.44

$2/3 \times 3.64 = 2.43$
46.87

3 Plans enclosed
for guidance

Amey

Trade of ship Oil Tanker

Names of sister ships First of class

Builder's name and yard number Messrs Cammell, Laird & Co. Ltd. B'head No 1067

Owners British Tanker Co. Ltd.

Fee £



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Foundation