

BRITISH TRADITION

No. 36867

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"BRITISH PROMISE"</b>	Official Number <b>168331</b>	Nationality and Port of Registry <b>British London</b>	Gross Tonnage <b>8456 tons</b> <i>252.5k</i>	Date of Build <b>During construction</b>	Port of Survey <b>Liverpool</b>
Moulded Dimensions: Length <b>463.0'</b> Breadth <b>61.75'</b> Depth <b>34.04' designed</b> <i>To centre of rudder stock 463-7 3/4" = 463.65'</i> <b>34.07' from ship.</b>					Date of Survey <b>During construction</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>18,240</b> tons <b>Extreme Displacement and Ton per inch. 27.0" - 16,894 Tons, 58.00 Tons per inch</b>					Surveyor's Signature <b>A.W. Jackson</b>
Coefficient of fineness for use with Tables <b>.770</b> <b>28.0" - 17.592 " 58.42 " - "</b>					Particulars of Classification <b>100A1 Carrying Petroleum in Bulk: Long. Framing at bottom and at deck: (contemplated)</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>34.07</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(34.13-30.91) x 3 = + 9.66</b> ✓	Moulded Breadth (B) <b>61.75'</b>
Stringer plate ... .. <b>.06</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>3.22</b> ✓	Standard Round of Beam = $\frac{B \times 12}{50} = 14.82$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) = \text{Nil}$ ✓	If restricted by superstructures ✓	Ship's Round of Beam = <b>15 1/2</b> ✓
Depth for Freeboard (D) = <b>34.13</b>		Difference <b>.68</b> ✓
		Restricted to ✓
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.68}{4} \times .5689 = -.10$ ✓

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed <i>To E of stock</i>	<del>102.44</del> 101.8	102.44	8.0	✓	102.44	Standard Height of Superstructure 7.5 ✓
" overhang ... ..	<del>See sketch</del>		8.0			" " R.Q.D. ✓
R.Q.D. enclosed ... ..	✓		✓			Deduction for complete superstructure 42.00 ✓
" overhang ... ..	✓		✓			Percentage covered $\frac{S}{L} = 43.23$ ✓
Bridge enclosed <i>Equivalent</i>	<del>46.87</del> 44.44	46.87	8.0	✓	46.87	" " $\frac{S_1}{L} = 43.11$ ✓
" overhang aft ... ..	2.16	1.62	8.0		1.62	" " $\frac{E}{L} = 43.11$ ✓
" overhang forward ...	<del>See sketch</del>		8.0			Percentage from Table, Line A. TANKER 34.11 ✓
F'cle enclosed ... ..	48.96	48.96	8.0	✓	48.96	(corrected for absence of forecastle (if required)) ✓
" overhang ... ..	✓		✓			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 .3411 = -14.33" ✓
" " forward ... ..	✓		✓			
Total ... ..	200.43	199.89			199.89	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>56.37</b>	<b>1</b>		<b>56.37</b>	<b>46.09</b>	<b>46.09</b>	<b>1</b>		<b>46.09</b>
1/4 L from A.P. ...	<b>25.085</b>	<b>4</b>		<b>100.34</b>	<b>21.53</b>	<b>21.53</b>	<b>4</b>		<b>86.12</b>
3/4 L " ... ..	<b>6.20</b>	<b>2</b>		<b>12.40</b>	<b>5.59</b>	<b>5.59</b>	<b>2</b>		<b>11.18</b>
Amidships ... ..	<b>-</b>	<b>4</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>4</b>		<b>-</b>
3/4 L from F.P. ...	<b>12.40</b>	<b>2</b>		<b>24.80</b>	<b>12.09</b>	<b>12.09</b>	<b>2</b>		<b>24.18</b>
1/4 L " ... ..	<b>50.17</b>	<b>4</b>		<b>200.68</b>	<b>51.53</b>	<b>51.53</b>	<b>4</b>		<b>206.12</b>
F.P. ... ..	<b>112.73</b>	<b>1</b>		<b>112.73</b>	<b>110.66</b>	<b>110.66</b>	<b>1</b>		<b>110.66</b>
Total ... ..				<b>507.32</b>					<b>484.35</b>
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{22.97}{18} \times (.75 - .2162) = +.68$ ✓									
If limited on account of midship superstructure. <b>.5338</b> If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓									

Mean actual sheer aft = **Deficient but > 75%**  
Mean standard sheer aft =  
Mean actual sheer forward = **Excess**  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships =  
" " aft of " = } **Tanker.**

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	Correction for coefficient $\frac{.770 + .68}{1.36} = 1.45/1.36$ ✓
Depth to Freeboard Deck = <b>34.13</b>	$\Delta = 17334$	Depth Correction ... .. <b>9.66</b> -
Summer freeboard = <b>6.65</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... .. - <b>14.33</b> ✓
Moulded draught (d) = <b>27.48</b>	$T = 58.26$	Sheer correction ... .. <b>.68</b> -
Deduction for Tropical freeboard and addition for	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ... .. - <b>.10</b> ✓
Winter freeboard = $\frac{d}{4}$ inches = <b>6.87 = 6 3/4</b>	= <b>7.42</b>	Correction for Thickness of Deck amidships ... .. -
Addition for Winter North Atlantic Freeboard (if required) = <b>6.87 + 4.64 = 11.51 = 11 1/2</b>	= <b>7 1/2</b> ✓	Other corrections, scantlings, etc. ... .. -
		<b>10.34 14.43 -4.09</b> ✓
		Summer Freeboard = <b>79.72</b>

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

Tropical Fresh Water Line above Centre of Disc ... <b>14 1/4</b>	Tropical Fresh Water Freeboard ... <b>6 - 7 3/4</b>
Fresh Water Line " " ... <b>7 1/2</b>	Fresh Water " " ... <b>5 - 5 1/2</b>
Tropical Line " " ... <b>6 3/4</b>	Tropical " " ... <b>6 - 0 1/4</b>
Winter Line below " " ... <b>6 3/4</b>	Winter " " ... <b>6 - 1</b>
Winter North Atlantic Line " " ... <b>11 1/2</b>	Winter " " ... <b>7 - 2 1/2</b>
	Winter North Atlantic " " ... <b>7 - 7 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.

Poop: 
$$\begin{array}{r} 101.79 \\ + .65 \\ \hline 102.44 \end{array}$$

Bridge: 
$$\begin{array}{r} 44.44 \\ \frac{2}{3} \times 3.67 = 2.43 \\ \hline 46.87 \end{array}$$

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Trade of ship Oil Tanker  
Names of sister ships "BRITISH TRADITION" Liv. Fbd. Rpt. N<sup>o</sup> C.L. & Co. N<sup>o</sup> 1067.  
Builder's name and yard number Messrs. Campbell, Laird & Co. Ltd. B'head N<sup>o</sup> 1068.  
Owners British Tanker Co. Ltd.

Fee £ : : .



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