

20 JUN 1950

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ISSUED

GLASGOW

REPORT NO.

74994

118 JAN 1950

Rpt. C.11 (Comp.)

20 JUN 1950

OWNERS' C.11

ISSUED

GLASGOW

REPORT NO.

74994

Index No.

42100

(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name BRITISH CONSUL	Official Number 183236	Nationality and Port of Registry BRITISH. LONDON.	Gross Tonnage 8655 8700	Date of Build 1950.	Port of Survey GLASGOW.
Moulded Dimensions: Length 464.0 Breadth 61.50 Depth 34.0 TO CENTRE OF RUDDER STOCK.					Date of Survey WHILST BUILDING.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 18345. tons					Surveyor's Signature <i>George Sullivan</i>
Coefficient of fineness for use with Tables 779					Particulars of Classification *100A1. CARRYING PETROLEUM IN BULK. (CONTEMPLATED).

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 34.00	(a) Where D is greater than Table depth (D - Table depth) R = (34.06 - 30.93) 3 = + 9.39"	Moulded Breadth (B) 61.50' ✓
Stringer plate ... 72" 06	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 3.13	Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.76
Sheathing on exposed deck NONE.	If restricted by superstructures ✓	Ship's Round of Beam = 14.75" ✓
$T \left(\frac{L-S}{L} \right) =$		Difference 0.01
Depth for Freeboard (D) = 34.06		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{0.01^2}{4} \times 5734 = \text{N.L.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	97.83	97.83	8.00	✓	97.83	Standard Height of Superstructure 7.50'
" overhang ...	1.17	.58		✓	.58	" " R.Q.D. ✓
R.Q.D. enclosed ...						Deduction for complete superstructure 42.00"
" overhang ...	47.50					Percentage covered $\frac{S}{L} =$ 43.01
Bridge enclosed ...	EQUIV. 47.50	47.50	8.00		47.50	" " $\frac{S_1}{L} =$ 42.66
" overhang aft ...	2.00	2.25			2.25	" " $\frac{E}{L} =$ 42.66
" overhang forward50	.25			.25	Percentage from Table, Line TANKER. 33.66
Fore enclosed ...	EQUIV. 46.88	46.88	8.00		46.88	(corrected for absence of forecastle (if required)) ✓
" overhang ...	2.67	2.64			2.64	Percentage from Table, Line B. ✓
Trunk ...						(corrected for absence of forecastle (if required)) ✓
" forward ...						Interpolation for bridge less than .2L (if required) ✓
Tonnage opening aft ...						Deduction = 42.00 x 33.66 = 14.14"
" " forward ...						
Total ...	199.55	197.93			197.93	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate <i>SEL OVER</i>	Effective Ordinate	S M	Product
A.P.	56.40	1	56.40	59.00✓	56.40	1	56.40
$\frac{1}{2}$ L from A.P. ...	25.10	4	100.40	25.25✓	25.10	4	100.40
$\frac{2}{3}$ L " ...	6.205	2	12.41	6.38✓	6.205	2	12.41
Amidships ...	✓	4	✓	-	✓	4	✓
$\frac{2}{3}$ L from F.P. ...	12.41	2	24.82	11.75✓	11.75	2	23.50
$\frac{1}{2}$ L " ...	50.20	4	200.80	49.13✓	49.13	4	196.52
F.P. 	112.80	1	112.80	114.00✓	114.00	1	114.00
Total ...			507.63				503.23

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{4.4}{18} \left(\frac{.75 - 2150}{2L} \right) = +.13"$
If limited on account of midship superstructure. ✓

Mean actual sheer aft = **Green**
Mean standard sheer aft =

Mean actual sheer forward = **Dejant**
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **Tanker**

Full Sheer
Standing
12.41 3 37.23
50.20 3 150.60
112.80 1 112.80
296.64
300.63
11.75 3 35.25
49.13 3 147.39
114.00 1 114.00
296.64
300.63
296.64
300.63
: 987.

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **34.06**
Summer freeboard = **6.65**
Moulded draught (d) = **27.41**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.85** **6 3/4**

Addition for Winter North Atlantic Freeboard (if required) = **6.85 + 4.64 = 11.49** **11 1/2"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta =$ **17397**
Tons per inch immersion at summer load water line
 $T =$ **58.71**

Deduction = $\frac{\Delta}{40 T}$ inches

= **7.41**

= **7 1/2**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... **9.39** ✓
Deduction for superstructures ... **14.14** ✓
Sheer correction ... **.13** ✓
Round of Beam correction ... **✓** ✓
Correction for Thickness of Deck amidships ... **✓** ✓
Other corrections, scantlings, etc. ... **✓** ✓

+	-
9.39	14.14
✓	✓
✓	✓
✓	✓
✓	✓
✓	✓
9.52	14.14

Summer Freeboard = **79.81**

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

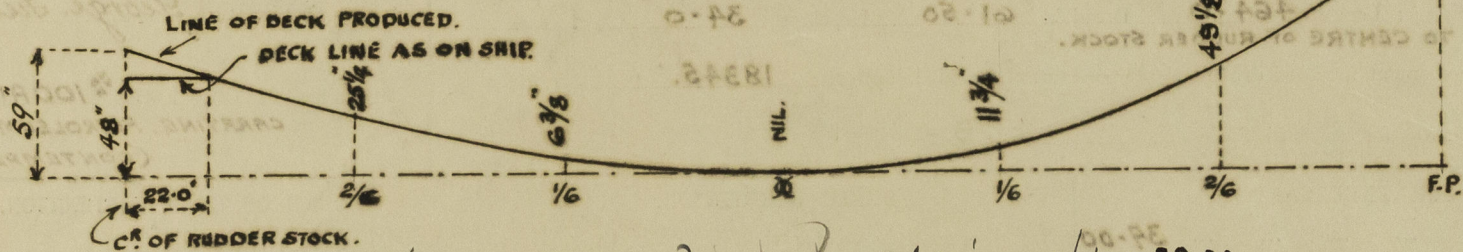
Tropical Fresh Water Line above Centre of Disc **14 1/4"** ...
Fresh Water Line " " **7 1/2"** ...
Tropical Line " " **6 3/4"** ...
Winter Line below " " **6 3/4"** ...
Winter North Atlantic Line " " **11 1/2"** ...

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

British Consul.

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.

SHEER DIAGRAM.



3 mds at rise = 44.50'
 $\frac{2}{3} \times 4.5 = 3.00$
 Equip end = 47.50'

O/H. Fwd = 48.00
 47.50
 50

Pop at rise = 94.50'
 $\frac{2}{3} \times 5 = 3.33$
 Equip end = 97.83

O/H = 99.00
 97.83
 1.17

File:-

Length to bulkhead = 23.50'

$18.00 \times 17.21 / 20.21 = 15.33$

38.83 = Equip end.

O/H = 18.00
 15.33

$2.67 \times 987 = 2.64 = 5$ FORECASTLE END

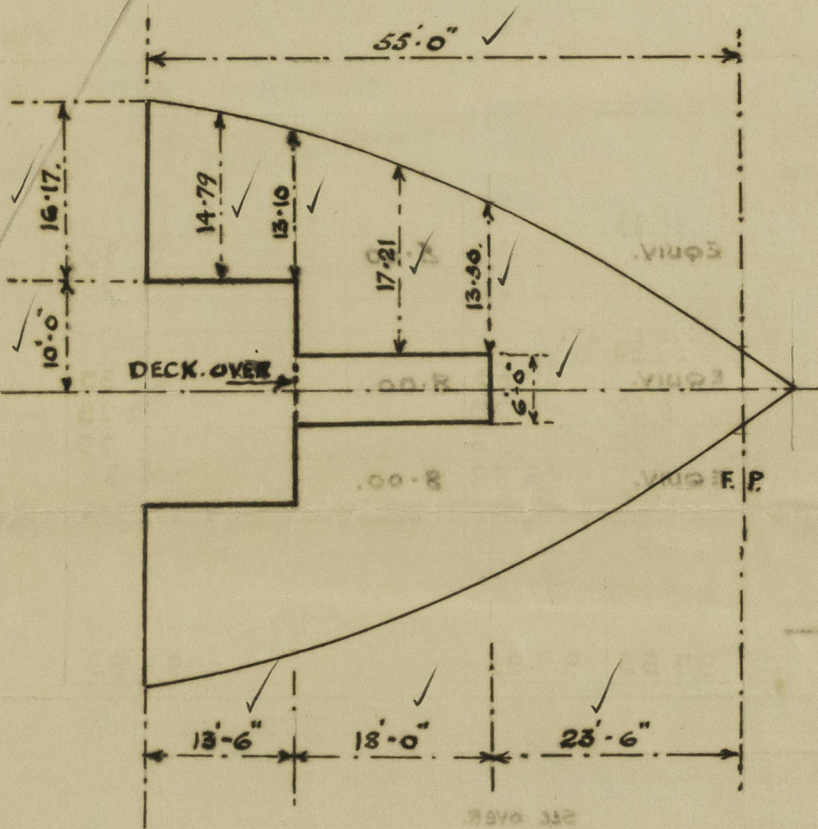
BULKHEAD.

$13.50 \times 14.79 = 8.05$
 24.79

38.83

8.05

46.88 : Total equip end.



DRAUGHT. EXTREME.

28'-0"

27'-0"

DISPL. SW.

17,757 TONS.

17,052 "

T.P.I.

58.88

58.55.

KEEL ALLOWANCE. = 1"

FREEBOARD REQUEST FORM FORWARDED HEREWITH.

Trade of ship INTERNATIONAL

Names of sister ships "BRITISH CAPTAIN" & "BRITISH COMMANDER"

H.M. 1397 G. & 1398 G.

Builder's name and yard number HARLAND & WOLFF, GLASGOW.

YARD. NO 1399 G.

Owners BRITISH TANKER CO. LD.

Fee £ WILL BE CHARGED WITH FIRST ENTRY.



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Lloyd's Register
Foundation