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Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. 42044
(For London Office only.)

Ship's Name "BRITISH GENERAL" <i>Furness S.B. Co's Ltd No 434</i>	Official Number 183232	Nationality and Port of Registry <i>British.</i>	Gross Tonnage 8775.46	Date of Build	Port of Survey <i>Middlesbrough.</i>
Moulded Dimensions: Length <i>465.90</i> Breadth <i>61.75</i> Depth <i>33.97</i> TO TOP OF KEEL PLATE. TO CENTRE OF RUDDER STOCK.				Date of Survey <i>Whist-Bulding 1949-50.</i>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>18069.</i> tons				Surveyor's Signature <i>A.P. Scott.</i>	
Coefficient of fineness for use with Tables <i>.761.</i>				Particulars of Classification <i>+100A1.</i> <i>"CARRYING PETROLEUM IN BULK"</i>	

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... <i>33.97</i>	(a) Where D is greater than Table depth (D-Table depth) R = <i>(34.04-31.06)/3 = + 8.94"</i>	Moulded Breadth (B) <i>61.75</i>
Stringer plate ... <i>.82</i>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <i>2.98</i>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{14.82}{50} = 14.82$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <i>✓</i>	Ship's Round of Beam <i>equiv.</i> = <i>14.98</i>
Depth for Freeboard (D) = <i>34.04</i>		Difference <i>+ .16</i>
		Restricted to
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.16}{4} \times .574 = -.02'$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equiv.</i>	<i>97.98</i>	<i>97.98</i>	<i>8'-0"</i>	<i>✓</i>	<i>97.98</i>
" overhang	<i>6'</i>	<i>.83</i>			<i>.83</i>
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>equiv.</i>	<i>47.71</i>	<i>47.71</i>	<i>8'-0"</i>	<i>✓</i>	<i>47.71</i>
" overhang aft	<i>3.50</i>	<i>2.62</i>			<i>2.62</i>
" overhang forward	<i>0.83</i>	<i>.42</i>			<i>.42</i>
Fore enclosed <i>equiv.</i>	<i>48.91</i>	<i>48.91</i>	<i>8'-0"</i>	<i>✓</i>	<i>48.91</i>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<i>200.60</i>	<i>198.47</i>			<i>198.47</i>

Standard Height of Superstructure *7.50*

" " R.Q.D. *✓*

Deduction for complete superstructure *42.00*

Percentage covered $\frac{S}{L} = \frac{43.06}{100} = 43.06$

" " $\frac{S_1}{L} = \frac{42.60}{100} = 42.60$

" " $\frac{E}{L} = \frac{33.60}{100} = 33.60$

Percentage from Table, Line A. *TANKER* *33.60*

(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 = $42.00 \times .3360 = -14.11$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<i>56.59</i>	<i>1</i>	<i>✓</i>	<i>56.59</i>	<i>55.625</i>	<i>55.62</i>	<i>1</i>	<i>✓</i>	<i>55.62</i>
$\frac{1}{2}$ L from A.P.	<i>25.18</i>	<i>4</i>	<i>✓</i>	<i>100.72</i>	<i>25.75</i>	<i>25.75</i>	<i>4</i>	<i>✓</i>	<i>103.00</i>
$\frac{2}{3}$ L	<i>6.225</i>	<i>2</i>	<i>✓</i>	<i>12.45</i>	<i>6.251</i>	<i>6.25</i>	<i>2</i>	<i>✓</i>	<i>12.50</i>
Amidships	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>4</i>	<i>✓</i>	<i>✓</i>
$\frac{2}{3}$ L from F.P.	<i>12.45</i>	<i>2</i>	<i>✓</i>	<i>24.90</i>	<i>12.25</i>	<i>12.25</i>	<i>2</i>	<i>✓</i>	<i>24.50</i>
$\frac{1}{2}$ L	<i>50.365</i>	<i>4</i>	<i>✓</i>	<i>201.46</i>	<i>50.50</i>	<i>50.50</i>	<i>4</i>	<i>✓</i>	<i>202.00</i>
F.P.	<i>113.18</i>	<i>1</i>	<i>✓</i>	<i>113.18</i>	<i>113.50</i>	<i>113.50</i>	<i>1</i>	<i>✓</i>	<i>113.50</i>
Total				<i>509.30</i>					<i>511.12</i>

Mean actual sheer aft = *Excess*

Mean standard sheer aft = *Excess*

Mean actual sheer forward = *Excess*

Mean standard sheer forward = *Excess*

Length of enclosed superstructure forward of amidships = *Tanker*

" " aft of " = *Excess*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{1.82}{18} \left(\frac{.75 - .2153}{2 \times 198.47} \right) = -.05'$

If limited on account of midship superstructure. *✓*

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. *✓*

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = <i>34.04</i>	Displacement in salt water at summer load water line $\Delta = 17,133$
Summer freeboard = <i>6.56</i>	Tons per inch immersion at summer load water line $T = 59.53$
Moulded draught (d) = <i>27.48</i>	Deduction = $\frac{\Delta}{40T}$ inches = $\frac{17,133}{40 \times 59.53} = 7.19$
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = $\frac{27.48}{4} = 6.87 = 6\frac{3}{4}$	
Addition for Winter North Atlantic Freeboard (if required) = $6.87 + 4.66 = 11.53 = 11\frac{1}{2}$	

TABULAR FREEBOARD corrected for Flush Deck (if required)

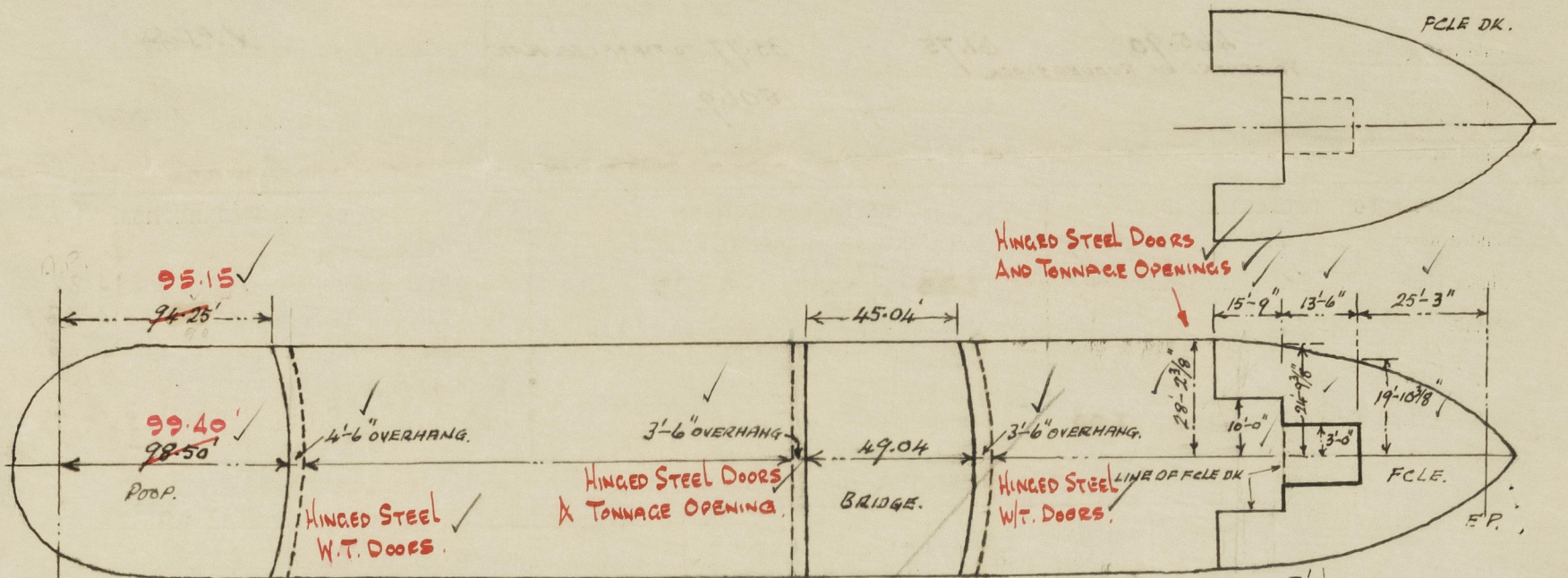
Correction for coefficient	$\frac{761 + 68}{1.36} = 1.441$	<i>79.17</i>
Depth Correction	<i>8.94</i>	<i>83.89</i>
Deduction for superstructures	<i>14.11</i>	
Sheer correction	<i>.05</i>	
Round of Beam correction	<i>.02</i>	
Correction for Thickness of Deck amidships	<i>✓</i>	
Other corrections, scantlings, etc.	<i>✓</i>	
Summer Freeboard = <i>78.65</i>		

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

Tropical Fresh Water Line above Centre of Disc	<i>7 1/4</i>	Tropical Fresh Water Freeboard	<i>6 3/4</i>
Fresh Water Line	<i>6 3/4</i>	Fresh Water	<i>6 3/4</i>
Tropical Line	<i>6 3/4</i>	Tropical	<i>6 3/4</i>
Winter Line below	<i>11 1/2</i>	Winter	<i>6 3/4</i>
Winter North Atlantic Line	<i>11 1/2</i>	Winter North Atlantic	<i>6 3/4</i>

British General.

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.



CR. OF STOCK

POOP:-

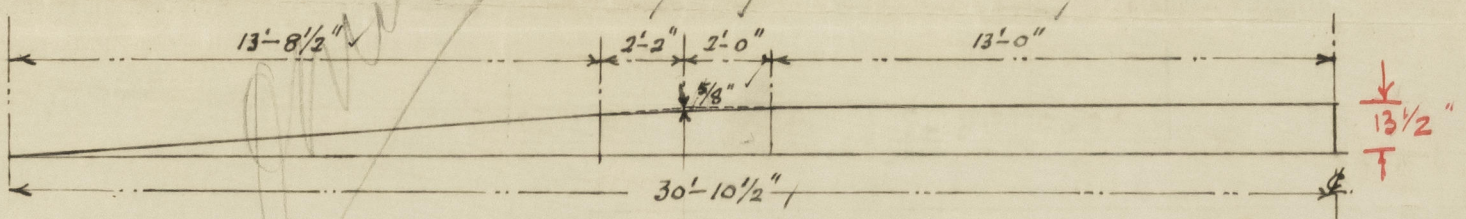
$$\begin{aligned} \text{Length at side} &= 95.15 \\ \frac{2}{3} \times 4.25 &= 2.83 \\ \text{Equip. Encl.} &= 97.98 \\ \text{O/H.} &= 4.50 \\ &2.83 \\ &\hline &7.33 \end{aligned}$$

BRIDGE

$$\begin{aligned} \text{Length at side} &= 45.04 \\ \frac{2}{3} \times 4.0 &= 2.67 \\ &\hline &47.71 \\ \text{O/H. Fwd} &= 3.50 - 2.67 \\ &= 0.83 \\ \text{O/H. Aft} &= 3.50 \end{aligned}$$

FORECASTLE:-

$$\begin{aligned} \text{Length at side} &= 54.50 \\ \text{Less } 15.75 \times 20 &= 5.59 \\ \text{Equip. Encl.} &= 48.91 \end{aligned}$$



Equivalent Camber.

SKETCH OF CAMBER.

$$\begin{aligned} 15 \times 1.125 &= 16.875 \\ 16.875 \times 1.125 &= 18.930 \\ &\hline &25.805 \\ \text{Less } 50 \times 92 \frac{1}{2} &= 23 \\ + 50 \times 27 \times \frac{2}{3} &= 9 \\ &\hline &14 \\ &\hline &25.798 \\ &\times 12 \times \frac{3}{2} &= 14.98 \end{aligned}$$

Trade of ship

ocean going oil tanker.

SIMILAR.

Names of sister ships

"British Yeoman" yard no 412 etc.

Builder's name and yard number

Mess Fumar S.A. Ltd yard no 474.

Owners

British Tanker Co Ltd.

Fee £

will be charged with Ice Entry.



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