

AMENDED

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

11 JAN 1954

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>YENANGYAUNG</b>	Official Number <b>161608</b>	Nationality and Port of Registry <b>BRITISH. LONDON.</b>	Gross Tonnage <b>5938</b>	Date of Build <b>1937-8</b>	Port of Survey <b>NEWCASTLE-ON-TYNE.</b>
Moulded Dimensions: Length <b>415.82'</b> Breadth <b>54.0'</b> Depth <b>31.0'</b> (To centre of rudder stock)					Date of Survey <b>MAY 1953 / JANUARY 1954.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <b>13038</b> tons					Surveyor's Signature <i>Y. Simpson</i>
Coefficient of fineness for use with Tables <b>.771</b>					Particulars of Classification <b>+ 100 A.1</b> <b>"Carrying Petroleum in bulk"</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... <b>31.00'</b> Stringer plate <b>80" (.92" Amidships)</b> ... <b>.08'</b> Sheathing on exposed deck $T \frac{(L-S)}{L} =$ Depth for Freeboard (D) = <b>31.08'</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = <b>(31.08 - 27.72) 3 = +10.08'</b> (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>54.0'</b> Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>12.96</b> Ship's Round of Beam = <b>13.76'</b> Difference <b>.74</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.74}{4} \times .8106 =$ <b>.09'</b>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	108.87	108.87	8.0	-	108.87
" overhang	3.00	1.50	8.0	-	1.50
R.Q.D. enclosed					
" overhang					
Bridge enclosed	33.00	33.00	8.0	-	33.00
" overhang aft	3.00	2.25	8.0	-	2.25
" overhang forward					
Fore enclosed EQUIV.	56.78	56.78	8.0	-	56.78
" overhang	2.17	1.09	8.0	-	1.09
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	206.82	203.49			203.49

Standard Height of Superstructure	7.50'
" " R.Q.D.	
Deduction for complete superstructure	42.00'
Percentage covered $\frac{S}{L} =$	49.73
" " $\frac{S_1}{L} =$	48.94
" " $\frac{E}{L} =$	
Percentage from Table, Line A. TANKER	39.94
(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 x .3994 =	- 16.78'

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	51.58	1		51.58	50.25	50.25	1		50.25
1/8 L from A.P.	22.95	4		91.80	21.00	21.00	4		84.00
3/8 L	5.675	2		11.35	3.94	3.94	2		7.88
Amidships	-	4		-	-	-	4		-
5/8 L from F.P.	11.35	2		22.70	7.88	7.88	2		15.76
7/8 L	45.90	4		183.60	40.56	40.56	4		162.24
F.P.	103.16	1		103.16	97.50	97.50	1		97.50
Total				464.19					417.63

Mean actual sheer aft =  
Mean standard sheer aft = } Deficient

Mean actual sheer forward =  
Mean standard sheer forward = }

Length of enclosed superstructure forward of amidships = } Tanker  
" " aft of " = }

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{4656 - 4176}{18} \left( .75 - \frac{.75}{2} \right) = +1.30'$   
If limited on account of midship superstructure.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Ft.  
Depth to Freeboard Deck = **31.08**  
Summer freeboard = **5.44**  
Moulded draught (d) = **25.64**  
Keel allowance =  
Extreme draught =  
Deduction for Tropical freeboard and addition for  
Winter freeboard =  $\frac{d}{4}$  inches = **6.41 = 6 1/2"**  
Addition for Winter North Atlantic Freeboard (if required) = **6.41 + 4.16 = 10.57 = 10 1/2"**

Deduction for Fresh Water.

(SEE OVER)  
Displacement in salt water at summer load water line  
 $\Delta = 12,715$   
Tons per inch immersion at summer load water line  
 $T = 45.96$   
Deduction =  $\frac{\Delta}{40 T}$  inches  
 $= 6.92$   
 $= 7"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.771 + .68}{1.36} = \frac{1.451}{1.36}$

	+	-
Depth Correction	10.08	-
Deduction for superstructures	-	16.78
Sheer correction	1.30	-
Round of Beam correction	-	.09
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	11.38	16.87
Summer Freeboard =	65.32	

66.36  
70.81  
20.1.54

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

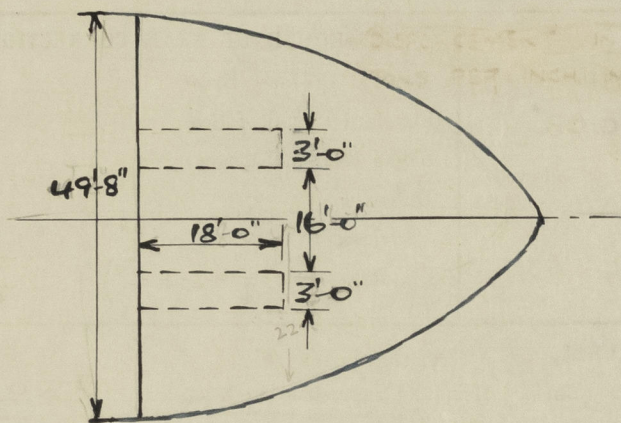
Tropical Fresh Water Line above Centre of Disc	13 1/2"	Tropical Fresh Water Freeboard	4' - 3 3/4"
Fresh Water Line	7"	Fresh Water	4' - 10 1/4"
Tropical Line	6 1/2"	Tropical	4' - 10 3/4"
Winter Line below	6 1/2"	Winter	5' - 11 3/4"
Winter North Atlantic Line	10 1/2"	Winter North Atlantic	6' - 3 3/4"



*Yenangyaung.*

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.

DRAUGHT	DISPLACEMENT	TONS PER INCH.
25'	12286	45.68
26'	12838	46.04
27'	13394	46.39



Tons.

$$\begin{array}{rcl} \text{Length at side} & 58.95 & \\ - \frac{2 \times 18 \times 3}{49.7} & = & \frac{2.17}{56.78} \end{array}$$

Trade of ship TANKER

Names of sister ships \_\_\_\_\_

Builder's name and yard number MESSRS. SWAN, HUNTER & WIGHAM RICHARDSON LTD. (WHEN BUILT IN 1937 - YARD. NO. 1531)

Owners THE BURMAH OIL CO. LTD.

Fee £ WILL BE CHARGED WITH REPORT 8.



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