

Rpt. C.11 (Comp.).

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MAY 13 1937

Lloyd's Register of Shipping.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey	Date of Survey	Surveyor's Signature	Particulars of Classification
"BRITISH DILIGENCE"	165466	British London	8297 8408 Ref'd 30.3.55	6. 27	Newcastle upon Tyne	whitby buildings	W. J. Craig	+ 100 A. 1. "Carrying Petroleum in bulk"
Moulded Dimensions: Length 464.21 Breadth 61.75 Depth 34.04.					Moulded displacement at moulded draught = 85 per cent. of moulded depth 18198 includes tons 11 tons for crown stem			
Coefficient of fineness for use with Tables .77								

<p>Depth for Freeboard (D).</p> <p>Moulded depth 34.04</p> <p>Stringer plate 82"07</p> <p>Sheathing on exposed deck ✓</p> <p>$T \left(\frac{L-S}{L} \right) =$</p> <p>Depth for Freeboard (D) = 34.11</p>	<p>Depth correction.</p> <p>(a) Where D is greater than Table depth (D-Table depth) R = $(34.11 - 30.94) 3 = + 9.5$</p> <p>(b) Where D is less than Table depth (if allowed) (Table depth-D) R =</p> <p>If restricted by superstructures</p>	<p>Round of Beam correction.</p> <p>Moulded Breadth (B) 61.75"</p> <p>Standard Round of Beam = $\frac{B \times 12}{50} =$ 14.82</p> <p>Ship's Round of Beam 34.04 = 15" <i>Table depth 30.94</i></p> <p>Difference 18 excess</p> <p>Restricted to</p> <p>Correction = $\frac{\text{Diff}^*}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{18}{4} \times .5809 = 2.61$</p>
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	103.0	103.00	8'0" plus		103.00
" overhang ...	3.5	1.75	8 1/2" at at transom		1.75
R.Q.D. enclosed ...	"				
" overhang ...	"				
Bridge enclosed...	36.0	36.00	8'0"		36.00
" overhang aft ...	3.0	2.25			2.25
" overhang forward	3.5	1.75			1.75
F'cle enclosed <i>See sketch</i>	10.21	10.21	8'0"		10.21
" overhang ...	43.14	39.59			39.59
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward					
Total ...	202.35	194.55			194.55

Standard Height of Superstructure 7.5

" " R.Q.D. ✓

Deduction for complete superstructure 42.00

Percentage covered $\frac{S}{L} = 43.59$

" " $\frac{S_1}{L} = 41.91$

" " $\frac{E}{L} = 41.91$

Percentage from Table, Line A. TANKER
(corrected for absence of forecastle (if required)) 32.91

Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than $\cdot 2L$ (if required)

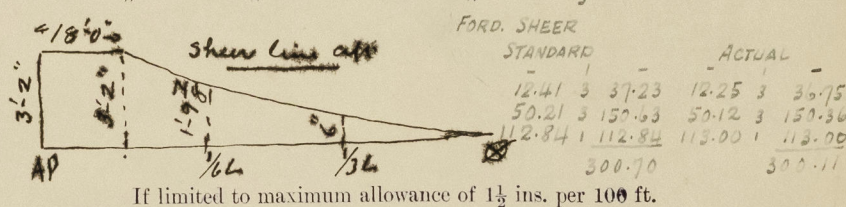
Deduction = $42 \times .3291 = - 13.8''$

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate <i>Inches</i>	Effective Ordnate	S M	Product
A.P. ...	56.42	1	56.42	38.0	38.00	1	38.00
$\frac{1}{2}$ L from A.P. ...	25.105	4	100.42	21.87	21.87	4	87.48
$\frac{3}{8}$ L " ...	6.205	2	12.41	6.00 5.0	6.00	2	12.00
Amidships ...		4		-	-	4	-
$\frac{3}{8}$ L from F.P. ...	12.41	2	24.82	12.25	12.25	2	24.50
$\frac{1}{2}$ L " ...	50.21	4	200.84	50.12	50.12	4	200.48
F.P. ...	112.84	1	112.84	113.00	113.00	1	113.00
Total ...			507.75				475.46

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \text{Efficient}$$
$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = 99.8\% \text{ of standard}$$

Length of enclosed superstructure forward of amidships = $\left\{ \begin{array}{l} 1 \\ 2 \end{array} \right.$ Tanker.



If limited to maximum allowance of $1\frac{1}{8}$ ins. per 100 ft.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{8}{24} \right) = \frac{32.29}{18} (.75 - .2777) = +1.00''$
 If limited on account of midship superstructure.

If limited on account of midship superstructure.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North
Atlantic Freeboard.

Depth to Freeboard Deck	=	Et. 34.11
Summer freeboard	=	6.73
Moulded draught (d)	=	<u>27.38</u>

Deduction for Tropical freeboard and addition for
 Winter freeboard = $\frac{d}{4}$ inches = $6.84 = 6\frac{3}{4}$

Addition for Winter North Atlantic Freeboard (if required) = $6.84 + 4.64 = 11.48 = 11\frac{1}{2}"$

displacement in salt water at summer load water line

Displacement in salt water at summer load water line

$$\Delta = \frac{28'0'' \times 17531}{27'0'' \times 16832} 17210$$

Tons per inch immersion at
summer load water line
T = $\frac{28'0''}{27'0''} = \frac{58.29}{57.87} \quad 58.10$

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

$$= 7.4$$

$$= 7\frac{1}{2}''$$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.77 + .68}{1.36} = \frac{1.45}{1.36}$

	+	-
Depth Correction	9.5	-
Deduction for superstructures	-	13.8
Sheer correction	1.0	-
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	10.5	13.80 - 3.30

Summer Freeboard = 80.7

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"	Tropical Fresh Water Freeboard	5 1/2"
Fresh Water Line	"	7 1/2"	Fresh Water	"	6 1/4"
Tropical Line	"	6 3/4"	Tropical	"	6 1/2"
Winter Line	below	6 3/4"	Winter	"	6 3/4"
Winter North Atlantic Line	"	11 1/2"	Winter North Atlantic	"	6 3/4"

10m 8,37. T.

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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.

Self. Total length 57.96
Recess $\frac{18 \times 13.5}{52.67} = \frac{4.61}{53.35}$
enclosed 10.21
Open 43.14
 $36.21 \times .998 = 36.13$
 $6.93 \times .50 = 3.46$
39.59

$\frac{4}{10} = 46.42$
closed $\frac{10.21}{36.21}$

NOTE. Forecastle considered open abait intact steel bulkhead in view of pine doors being fitted.

Trade of ship

Oiler

Names of sister ships

British Fame, British Endurance, Abbeydale.

Builder's name and yard number

Swan Hunter & Wigham Richardson, Newcastle-on-Tyne No 1508

Owners

British Tanker Co Ltd.

Fee £

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Foundation