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RETAIL

11 APR 1932

Index. No. 31735
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Mo. No. 7518.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having POOP BRIDGE AND FORECASTLE

(Type of Superstructures.)

Ship's Name "BRITISH PETROL" Nationality and Port of Registry BRITISH LONDON Official Number 148676 Gross Tonnage 6906 Date of Build 9.35

Moulded Dimensions: Length 439.43 Breadth 56.75 Depth 33.92

Moulded displacement at moulded draught = 85 per cent. of moulded depth 15950 tons

Coefficient of fineness for use with Tables 776

Port of Survey Manchester

Date of Survey 4th April 1932

Name of Surveyor A.R. Gibbs

Particulars of Classification + 100 A1
Carrying Petroleum
in bulk.

Depth for Freeboard (D) 33.97

Moulded depth ... 33.92

Plating plate ... 0.05

Heating on exposed deck -

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 33.97

Depth correction

(a) Where D is greater than Table depth
(D - Table depth) R = (33.97 - 29.30)3 = +14.01

(b) Where D is less than Table depth (if allowed)
(Table depth - D) R = -

If restricted by superstructures -

Round of Beam correction

Moulded Breadth (B) 56.75

Standard Round of Beam = $\frac{B \times 12}{50} =$ 13.62

Ship's Round of Beam = 14

Difference 0.38

Restricted to -

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right) =$ $\frac{0.38}{4} \times 0.572 = -0.05$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>105</u>	<u>105.00</u>	<u>7'-8"-0"</u>	<u>-</u>	<u>105.00</u>
" overhang ...	<u>5.00</u>	<u>2.50</u>	<u>-</u>	<u>-</u>	<u>2.50</u>
R.Q.D. enclosed ...	<u>33.00</u>	<u>33.00</u>	<u>7'-6"</u>	<u>-</u>	<u>33.00</u>
" overhang ...	<u>34.50</u>	<u>33.00</u>	<u>7'-6"</u>	<u>-</u>	<u>33.00</u>
Bridge enclosed ...	<u>33.00</u>	<u>33.00</u>	<u>7'-6"</u>	<u>-</u>	<u>33.00</u>
" overhang aft ...	<u>75</u>	<u>56</u>	<u>-</u>	<u>-</u>	<u>56</u>
" overhang forward ...	<u>44.73</u>	<u>44.73</u>	<u>8'-0"</u>	<u>-</u>	<u>44.73</u>
F'le enclosed ...	<u>48.50</u>	<u>44.73</u>	<u>8'-0"</u>	<u>-</u>	<u>44.73</u>
" overhang ...	<u>3.77</u>	<u>1.89</u>	<u>-</u>	<u>-</u>	<u>1.89</u>
Trunk aft ...	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
" forward ...	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Tonnage opening aft ...	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
" forward ...	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
Total ...	<u>193.00</u>	<u>188.05</u>	<u>-</u>	<u>-</u>	<u>188.05</u>

Standard Height of Superstructure 7.50

" " R.Q.D. -

Deduction for complete superstructure 42

Percentage covered $\frac{S}{L} =$ 43.92%

" " $\frac{S_1}{L} =$ 42.80%

" " $\frac{E}{L} =$ 42.80%

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

Percentage from Table, Line B. TANKER 33.8%
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) -

Deduction = 42 x 0.338 = -14.20

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>53.94</u>	<u>1</u>	<u>53.94</u>	<u>54.75</u>	<u>54.75</u>	<u>54.75</u>	<u>1</u>	<u>54.75</u>	<u>54.75</u>
$\frac{1}{4}$ L from A.P. ...	<u>24.00</u>	<u>4</u>	<u>96.00</u>	<u>17.94</u>	<u>17.25</u>	<u>17.25</u>	<u>4</u>	<u>69.00</u>	<u>69.00</u>
$\frac{2}{4}$ L " ...	<u>5.93</u>	<u>2</u>	<u>11.86</u>	<u>3.76</u>	<u>75</u>	<u>75</u>	<u>2</u>	<u>1.50</u>	<u>1.50</u>
Amidships ...	<u>-</u>	<u>4</u>	<u>-</u>	<u>0</u>	<u>-</u>	<u>-</u>	<u>4</u>	<u>-</u>	<u>-</u>
$\frac{3}{4}$ L from F.P. ...	<u>11.87</u>	<u>2</u>	<u>23.74</u>	<u>14.85</u>	<u>19.25</u>	<u>19.25</u>	<u>2</u>	<u>38.50</u>	<u>38.50</u>
$\frac{1}{4}$ L " ...	<u>48.01</u>	<u>4</u>	<u>192.04</u>	<u>36.44</u>	<u>57.25</u>	<u>57.25</u>	<u>4</u>	<u>229.00</u>	<u>229.00</u>
F.P. ...	<u>107.88</u>	<u>1</u>	<u>107.88</u>	<u>114.50</u>	<u>114.50</u>	<u>114.50</u>	<u>1</u>	<u>114.50</u>	<u>114.50</u>
Total ...	<u>-</u>	<u>-</u>	<u>485.46</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>	<u>507.25</u>	<u>507.25</u>

Mean actual sheer aft = 75.662

Mean standard sheer aft

Mean actual sheer forward = Recross

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = -

" " aft of -

AFT SHEER

S.	A.	S.	A.
<u>53.94</u>	<u>54.75</u>	<u>53.94</u>	<u>54.75</u>
<u>24.00</u>	<u>17.25</u>	<u>72.00</u>	<u>51.75</u>
<u>5.93</u>	<u>75</u>	<u>17.79</u>	<u>2.25</u>
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>-</u>	<u>-</u>	<u>-</u>	<u>-</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(75 - \frac{S}{2L} \right) =$ $\frac{21.79}{18} (75 - 21.96) = -64$

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 = 33.97

Summer freeboard = 6.37

Moulded draught (d) = 27.60

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.90 = 7

Addition for Winter North Atlantic Freeboard (if required) = 4.39 = 4.2

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ 15290

Tons per inch immersion at summer load water line

T = 497

Deduction = $\frac{\Delta}{40T}$ inches = 7.69 = 7.4

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{776 + 68}{1.36} = \frac{1.456}{1.36}$

	+	-
Depth Correction ...	<u>14.01</u>	<u>-</u>
Deduction for superstructures ...	<u>-</u>	<u>14.20</u>
Sheer correction ...	<u>-</u>	<u>0.64</u>
Round of Beam correction ...	<u>-</u>	<u>0.05</u>
Correction for Thickness of Deck amidships ...	<u>-</u>	<u>-</u>
Other corrections, scantlings, etc. ...	<u>-</u>	<u>-</u>
Summer Freeboard =	<u>72.35</u>	<u>77.46</u>

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

Tropical Fresh Water Line above Centre of Disc ...	<u>14.4</u>	Tropical Fresh Water Freeboard ...	<u>6'-4"</u>
Fresh Water Line " " ...	<u>7.4</u>	Fresh Water " " ...	<u>5'-8"</u>
Tropical Line " " ...	<u>3</u>	Tropical " " ...	<u>5'-9"</u>
Winter Line below " " ...	<u>1 1/2</u>	Winter " " ...	<u>6'-11"</u>
Winter North Atlantic Line " " ...	<u>1 1/2</u>	Winter North Atlantic " " ...	<u>7'-4"</u>

13 APR 1932

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Description of Hatchway	...	...	HATCH TO FORE HOLD	HATCHES TO Cargo Oil Tanks	HATCHES TO Summer Tanks	HATCH TO Fore Hatch	MANHOLES HATCHES TO COFFERDAMS, X BUNKER	HATCHES TO ROOF SPACE	HATCHES TO GALLEY/CANAL	HATCH TO STORE	HATCH TO STORE
Dimensions of Hatchway	...	...	9'-0" x 12'-0"	20'-6" x 4'-0"	10'-6" x 4'-0"	4'-0" x 3'-0"	20' dia	2'-3" x 2'-0"	3'-3" x 2'-0"	2'-4" x 4'-0"	2'-6" x 2'-6"
COAMINGS	{	Height above Deck	30"	10 x 3 1/2 x 46"	13 1/2"	30"	10"	10 x 3 1/2 x 46"	30"	30"	30"
		Thickness	44"		40"	36"			35"	35"	35"
		Stiffeners	7 x 3 x 4 L	✓	✓	✓	DATE AT SECTION	✓	✓	✓	✓
		Brackets, Stays	NONE	✓	✓	✓		✓	✓	✓	✓
HATCH BEAMS	{	Number	1								
		Spacing									
		Scantling and Sketch	7 F 3 x 4 11 x 30, 15 x 3 1/2 x 5	✓	✓	✓		✓	✓	✓	✓
		Bearing Surface	3 1/2"								
FORE AND AFTERS	{	Number									
		Spacing									
		Unsupported Lengths									
		Scantling and Sketch									
HATCH COVERS	{	Material	Steel	60 Steel	60 Steel	Steel	50 Steel	50 Steel	N.P.	N.P.	N.P.
		Thickness	3/4"	O.T. Covers	O.T. Covers	2 1/2"	O.T. Covers	O.T. Covers	3/4"	3/4"	3/4"
		How fitted	Welded	14 Toggles	14 Toggles	2"	14 Toggles	6 Toggles	3"	3"	3"
		Bearing Surface	3"								
Spacing of Cleats		...	20' 10' T.			18' 10' T.	✓	✓	20'	20'	8 Cleats
Number of Tarpaulins		...	2 Covers	✓	✓	2 Covers	✓	✓	2	2	8 Cleats
*Are wood fore and afters steel shod at all bearing surfaces? ✓											
Are battens and wedges efficient and in good condition? Yes.											
Are tarpaulins in good condition and in accordance with rule requirements? Yes.											
Are lashings provided in accordance with rule requirements? 2 locking bars fitted to Fore Hold Hatch											
Chain Locker Hatch. 2' 3" x 3' 0" 12' 5' 0" Hinged Steel Cover (no means of Securing Sails)											

Particulars of fiddley, funnel and ventilator coamings:—

Stokhold Gratings covered by Strong Steel Hinged Covers!
Tunnel & Sidley ventilators in good condition
E. R. Skylight of Steel Strongly constructed!

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways :— Pump Room :— 19'-6" x 8'-6" x 6'-2" high.

Hasting . 35
 Sill. 15
 4x3x30 L. Stiffness 34" apart
 1x1/2" Steel Hinges Door 8 Yards
 2 Hinges Steel Corners 4'0" x 3'0"
 Opening for Door 4'3" x 3'3"

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

Forecastle D ³				Hatchway Deck				Remarks			
1	1	15"	36"	30	7	18"	36"		ceasing	30	last to Space below Forebeam	Ventilators closed Wood plugs and covers
2	2	9"	36"	28	2	9"	36"	"	30	"	
3	3	9"	36"	25	3	9"	36"	"	"	"	
4	4	9"	36"	25	4	9"	36"	"	"	"	
5	5	7"	36"	25	5	7"	36"	"	"	"	

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

16. Air Pipe on Deck Head 3' dia x 78" height to Fore Hatch Tank.
 4 " " " " " " " " Cofferdams. ✓
 17 " " " " Loop D2 3' dia x 75" height to After Hatch, Double Bottom & Settling Tanks } No means of closing provided
 Canvas cover provided for closing air pipe.

Particulars of Gangway Cargo and Coaling Ports:—

NONE

Rpt. C. 11 (Contd.)

Index No. 31735

Lloyd's Register of Shipping.

Ship's Name BRITISH PETROL

Official No. 148676

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines

in APRIL, 1932.

The following items were found to be fitted on board:

✓ Vents on fbd. dk. 2 20" vents. to pumphoom. Coaming 45" x .38 supported

Companionways on fbd. dk. To lower forecastle and incorporated in

forecastle alleyway bulkhead, 1 wood door p & s 5'0" x 2'0" and operated from both sides, 18" sills.

Companionway on poop deck. To after poop space and incorporated in deck house sides. 3 wood doors 5'3" x 2'0" operated from both sides. 14" sills. 1 W.T. steel door at after end of deckhouse 5'6" x 2'6", 12" sill operated from both sides.

Hatch on f'cl dk to fore peak store. This hatch stated on C.11 report 2'3" x 2'3" with 14" coaming is now fitted with a W.T. steel cover with 8 toggles. (Nwc. June, 1937).

Noted LWB
16/6/37

W3C1-0006
2/3

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Particulars of Scupperns and Sanitary Discharge Pipes —

Discharges from Crews	Lav ^{ys}	Fans	Sea overboards about 4'0"	below	Freeboard Deck	fitted with S.V.'s	✓
" "	"	"	"	"	"	"	✓
" " Midship "	"	"	"	"	"	"	✓
" " "	"	"	"	"	"	"	✓
" " Apprentices, Cooks & Stewards	Lav ^{ys}	heats	"	"	3'0"	below	✓
" " "	"	"	"	"	"	"	✓
" " Engineers	Lav ^{ys}	on poop deck	"	"	under counter.	"	✓

Particulars of Side Scuttles :

Particulars of Side Scuttles:
Side Scuttles to Crews Quarters in Forecastle, on Freeboard Deck aft and below Freeboard Deck aft fitted with permanent hinged deadlights. ✓

Particulars of Guard Rails:—

3	Yew Rails fitted round	Forecastle Deck.	3'-3" high	Standions	4'-6" apart.
3	"	Poop	"	"	4'-0" "

Strong Steel Bulwarks fitted in Wells. 4'-0" high stiffened by 8" x 1/2" B.P. Stays spaced 5'-11" apart.

Fore and Aft Gangway.

Fore and Aft Angles $3 \times 3 \times \frac{3}{4}$

$3'-0"$ Single eye Stanchions with wire rope through top and wire lashed $\frac{1}{2}$ height fore and aft.

$3'-0"$ $\frac{1}{2}"$ P.P. planking

Angles $3 \times 3 \times \frac{3}{4}$

Average Spacing of Supports about $15'-0"$ apart bracketed at Bottom

$4'-10"$

$5'-11"$

$3'-0"$

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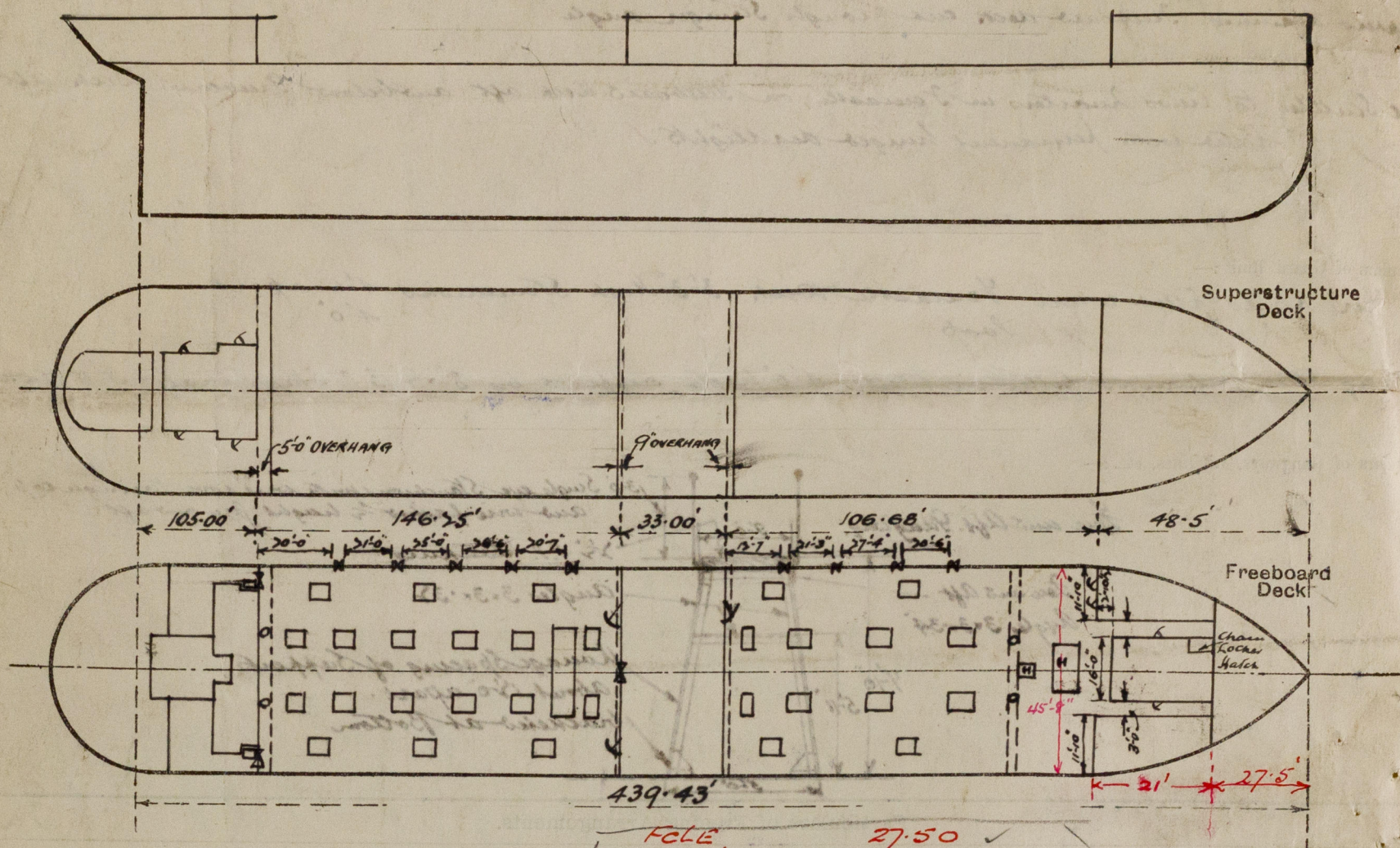
Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	146.55 140.50	4.0'	3.0' x 1.25'	5		4 area 140 1/2 sq
Forward Well	106.65 105.93	4.0'	3.0' x 1.25'	4		106 sq.
<p>50% of the length of bulwarks in each well on both sides is cut away and replaced by open rails 4.0 high clear from 4.0 apart with 3 rods.</p> <p>State position of each freeing port } After Well:—from After Bulw 20.0" } For position please see sketch on back. (F. and A. position and height above deck edge) } Forward Well:—from After Bulw 13.7" } Freeing ports level with Sheerstrake edge.</p> <p>State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Freeing ports fitted with 3 vertical bars 9" apart.</p> <p>Additional area where sheer is less than standard.</p>						

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	✓	.50	9x3½x.5L	34"	NONE	2-4'-0"x3'-0"	18"	4'-6"-8'-0"
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead	✓	.30	4x3x.3L	32"	Brackets at Bottom	3-4'-0"x2'-9"	18"	4'-6"
Bridge, Forward Bulkhead ... ..	.40	.36	4x3½x.4L	38"	Brackets	1-5'-0"x2'-3"	18"	4'-6"
Forecastle Bulkhead	✓	.30	3x3x.3L	30"	NONE	2-5'-0"x3'-0"	18"	8'-0"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓	.28	4x3x.35 Longitudinal	30"	Brackets	None	✓	4'-6"
Exposed Machinery Casings on Super-structure Decks ... ..	.30	.25	3½x3x.3L	39"	None	5'-3"x24"	15½"	
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓	.35	4x3x.40L	30"	Bracketed	None	✓	
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead	2" Shifting Boards full height in riveted angles. with bolks plate doors with 8 hook bolts.
Raised Quarter Deck Bulkhead	2 Kingwood Steel doors (H.T.) 8 handles operates one side only. 1 Bolk's plate door 10 bolts spaced 17" apart.
Bridge, After Bulkhead	1 Kingwood Steel H.T. door 8 handles operates both sides.
Bridge, Forward Bulkhead	1 Kingwood Steel H.T. door 8 handles operates one side only.
Forecastle Bulkhead	2 Solid wood doors operates both sides.
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Kingwood Steel Doors operates both sides.
Exposed Machinery Casings on Superstructure Decks	No openings.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

British Petrol.

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangways, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



F.C.L.E. 27.50 ✓
 + $\frac{11.83 \times 21 \times 2}{45.67}$ 10.88 ✓
 + $\frac{16 \times 18.13}{45.67}$ 6.35 ✓
 44.73 ✓
 A.H. 3.77 ✓

State any special features in the construction of the ship.

OMIT

Δ at 26'-8" (Summer Load Draught) = 14634 TONS TONS/INCH = 49.47
 Δ " 26'-0" = 14229 " " = 49.35
 Δ " 25'-0" = 13637 " " = 49.51
 Δ " 24'-0" = 13046 " " = 49.06
 Δ " 23'-0" = 12457 " " = 48.91

Builder's name and yard number. Swan Hunter & Wigham Richardson Ltd.

Names of sister ships.

Owners. British Yarn Co. Ltd.

Fee £ 14 : 9 : 0

Received by me.

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Foundation