

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

Having POOP, BRIDGE &amp; FORECASTLE

Port of Survey Saluouth

(Type of Superstructures.)

Date of Survey 8/3/32, 9/3/32, 10/3/32, 14/3/32.

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
BRITISH PREMIER	British London	146684	5872	1922-12

Name of Surveyor A. Scullard &amp; R. Hoffitt

Moulded Dimensions: Length 399.3' Breadth 53.75' Depth 33'  
Moulded displacement at moulded draught = 85 per cent. of moulded depth 13500 tons  
Coefficient of fineness for use with Tables 785

Particulars of Classification + 100 A1.

Carrying Petroleum in bulk.

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	33.0	(a) Where D is greater than Table depth (D-Table depth) R = (33.06-26.62) 3.0		Moulded Breadth (B)	53.75
Stringer plate	06	= 19.32		Standard Round of Beam = $\frac{B \times 12}{50}$	12.4
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		(b) Where D is less than Table depth (if allowed) (Table depth-D) R = -		Ship's Round of Beam	13.4
Depth for Freeboard (D) =	33.06	If restricted by superstructures -		Difference	35
				Restricted to -	
				Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	$\frac{35}{4} \times .531 = 4.66$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed	107.25	107.25	8'-0"		107.25
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	32.0	32.00	8'-0"		32.00
" overhang aft					
" overhang forward					
Fore enclosed	46.05	46.05	8'-0"		46.05
" overhang	3.43	1.72			1.72
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	189.75	187.02			187.02

Standard Height of Superstructure 7.49

R.Q.D. -

Deduction for complete superstructure 41.96

Percentage covered  $\frac{S}{L} = \frac{188.75}{399.3} = 47.27$  $\frac{S_1}{L} = \frac{187.02}{399.3} = 46.84$  $\frac{E}{L} = \frac{187.02}{399.3} = 46.84$ 

Percentage from Table, Line A.

(corrected for absence of forecastle (if required)) -

Percentage from Table, Line B. Tanker 37.84

(corrected for absence of forecastle (if required)) Tanker

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

Deduction = 37.84 + 41.96 = 79.80

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	49.93	1		49.93	49.87	51.00	1		51.00
1/2 L from A.P.	22.22	4		88.88	22.56	22.52	4		90.08
3/4 L	5.48	2		10.96	6.87	5.63	2		11.26
Amidships		4					4		
1/2 L from F.P.	10.96	2		21.92	12.0	12.15	2		24.30
"	44.44	4		177.76	47.44	48.60	4		194.40
F.P.	99.86	1		99.86	112.62	109.50	1		109.50
Total	449.37			449.31					480.54

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{31.23}{18} \left( \frac{75-23.63}{2} \right) = 8.9$ 

If limited on account of midship superstructure.

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 = 53.06

Summer freeboard = 5.81

Moulded draught (d) = 27.25

Deduction for Tropical freeboard and addition for

Winter freeboard = 6.82

Addition for Winter North Atlantic Freeboard (if required) = 4"

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 13140$ 

Tons per inch immersion at summer load water line

T = 43.5

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

= 7.55

7 1/2"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{667.785}{1.36} = 491.02$  $\frac{1265}{1.36} = 929.41$ 

Depth Correction ... 19.32

Deduction for superstructures ... 15.88

Sheer correction ... 8.9

Round of Beam correction ... 0.5

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

62.35

67.16

19.32

15.88

8.9

0.5

1.32

16.62

2.50

Summer Freeboard = 69.66

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 " " ... 10 3/4"

Tropical Fresh Water Freeboard ... 4.72

Fresh Water " " ... 5.24

Tropical " " ... 5.3

Winter " " ... 6.42

Winter North Atlantic " " ... 6.82

4 APR 1932

31 JAN 1932

15 JUL 1932



## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway	FORE HOLD	18 MAIN TANKS	10 SUMMER TANKS	4 COFFERDAMS	FORE DEEP PUMP ROOM	F. Peak	POOP	POOP	Cross Bunkers	Midship Space
Dimensions of Hatchway	8'-10" x 12'-0"	6'-0" x 4'-0"	6'-0" x 4'-0"	2'-0" x 1'-4"	3'-1" x 4'-0"	2'-0" x 2'-2"	4'-0" x 4'-0"	2'-2" x 2'-2"	4'-0" x 4'-0"	4'-0" x 4'-0"
COAMINGS	Height above Deck	2'-6"	12"	14"	12"	30"	30"	30"	30"	18"
	Thickness	.44	.44	.40	.40	.44	.44	.44	.44	.44
	Stiffeners	12 x 3 x 1/2 BA	12 x 3 x 1/2 BA	.40	12 x 3 1/2 x 1/2 C. IRON	.44	.44	.44	.44	.44
	Brackets, Stays	7 x 3 x 1/2 BA								
HATCH BEAMS	Number	one								
	Spacing									
	Scantling and Sketch		none	none						
	Bearing Surface	3"								
FORE AND AFTERS	Number									
	Spacing									
	Unsupported Lengths									
	Scantling* and Sketch	none	none	none						
HATCH COVERS	Material	Steel	Steel	Steel	Steel	Wood	Wood	Wood	Steel	Steel
	Thickness	10 T.	5/8"	5/8"	1/2"	3"	3"	3"	5/8"	5/8"
	How fitted	Welded	hinged bolts	hinged bolts	hinged bolts	F&A	athwart	athwart	hinged	hinged
	Bearing Surface		7 wing nuts	7 wing nuts	7 wing nuts	3"	3"	3"	hinged	hinged
Spacing of Cleats					18"		18"	14"	bolts	bolts
Number of Tarpaulins					2		2	2	wing nuts	wing nuts
*Are wood fore and afters steel shod at all bearing surfaces? <input checked="" type="checkbox"/> yes Are battens and wedges efficient and in good condition? <input checked="" type="checkbox"/> yes Are tarpaulins in good condition and in accordance with rule requirements? <input checked="" type="checkbox"/> yes Are lashings provided in accordance with rule requirements? <input checked="" type="checkbox"/> yes										

Particulars of fiddle, funnel and ventilator coamings:— *Stokehold gratings covered with strong steel hinged covers. Fiddle & funnel ventilators in efficient condition. Engine Room skylight of steel strongly constructed.*

Particulars of Flush Bunker Scuttles:—

*none*

Particulars of Companionways:—

*Pump Room hinged steel W.T. door 4'-9" x 2'-0" 18" sill manipulated both sides  
 Donkey Boiler Room on poop hinged steel door 4'-8" x 2'-0" 18" sill manipulated both sides  
 Stokehold " hinged steel door PTS 4'-8" x 2'-0" 18" "  
 Engine Room " " PTS 4'-8" x 2'-0" 15" "  
 accommodation " " wood PTS 7' aft 4'-8" x 2'-0" 15" sill "  
 galley " " in halves PTS 4'-8" x 2'-0" 18" sill "*

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

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—							POSITION N <sup>o</sup> DIA HT TK LED TO COVER													
POSITION	N <sup>o</sup>	DIA	HT	TK	LED TO	COVER.	POSITION	N <sup>o</sup>	DIA	HT	TK	LED TO	COVER.	POOP.	7	7"	30"	1/4	Accom <sup>m</sup>	PLUG & CANVAS
F <sup>o</sup> cle	1	8"	35"	1/4	FORE PEAK	PLUG & CANVAS.	F <sup>o</sup> cle	13	7"	36"	1/4	F <sup>o</sup> cle	PLUG & CANVAS	"	4	8"	30"	1/4	Poop Space	"
"	4	9"	36"	1/4	F <sup>o</sup> cle	"	FORE DK	1	11"	36"	3/8	P. Room	"	"	2	11"	30"	3/8	Eng Room	"
"	2	15"	36"	3/8	LOWER F <sup>o</sup> cle	"	"	1	18"	36"	3/8	FORE HOLD	"	"	2	14"	30"	3/8	"	"
"	1	18"	36"	3/8	FORE HOLD	"	POOP.	1	8"	30"	1/4	Accom <sup>m</sup>	"	"	2	17"	30"	3/8	"	"

*all ventilators constructed in accordance with the Rules.*

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

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—																	
POSITION	Nº	DIA	HT.	LED. FROM.	COVER.	POSITION	Nº	DIA	HT.	LED. FROM.	COVER.	POSITION	Nº	DIA	HT.	LED. FROM.	COVER.
F. cle	1	3"	37½"	FORE PEAK.	none.	aft Tk.	2	6"	18"	aft Coff'dam	gauge wire	POOP	2	3½"	20"	DB Coff'dam	none.
"	2	4"	20"	" DEEP	gauge wire	Poop.	2	6"	18"	Cross Bunker	" "	"	2	3½"	20"	6 Room DB.	none.
Fore Dk	2	6"	18"	Coff'dam	"	"	2	3½"	20"	O.F. DB Tk.	" "	"	2	2½"	20"	A Peak.	none.

*It strengthen holes drilled in upper bend.*

Particulars of Gangway Cargo and Coaling Ports:—

*none*



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Foundation



RETAIN  
Lloyd's Register of Shipping.

Ship's Name "BRITISH PREMIER"

Official No. 146684

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines  
in MARCH, 1932.

Hatch on freeboard deck to fore deep pump room fitted with  
hinged steel cover. - secured W.T. by bolts and wing nuts.

Hatchway 3'-1" x 4'-0".

Coamings 30" x .40.

LIVERPOOL - MARCH, 1938.

Noted.

S.A.B.

13 APR 1938

RETAIN



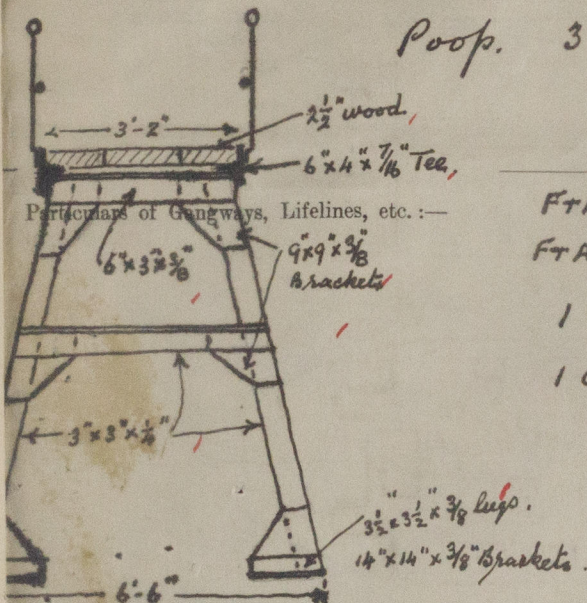
eck. Scuppers 1 P.T.S from fore, above deck, no valves. 2 P.T.S in fore well through deck no valves.  
4 P.T.S in after well. 1 P.T.S from centre castle. 2 P.T.S from poop space no valves.  
all above 3 1/2" dia. discharging 20" below deck.

Particulars of Scuppers and Sanitary Discharge Pipes — Sanitary discharges  
Fore 1-3 P.T.S 8'-9" below deck single storm valves.  
Ship's 3 P.T.S above deck " " " "  
2 S 6'-0" below deck " " " "  
of :- 2 S 3'-6 " " " " " "

Particulars of Poop. 1 P.T.S 2'-0" below deck single storm valves  
1 P.T.S above deck (galley) no valves.  
1 S 2'-0" below (pantry) " " "  
1 P. 2'-0 " " (meal room) " " "

Particulars of Side Scuttles: Fore 7 P.T.S 10" dia 3'-0" below fore dk hinged glasses & hinged deadlights fitted  
3 P.T.S 10" " 4'-0" " Free dk. " " " " "  
Midships 4 P.T.S 12" " 3'-0" " Bridge Dk. " " " " "  
Poop. 8 P.T.S 12" " 2'-6" " Poop Dk " " " " "  
4 in steering house 10" dia 2'-6" below Poop. " " " " "  
all scuttles of substantial construction

Particulars of Guard Rails:— Fore 3 rails with stanchions 41" high spaced 53"  
Poop. 3 " " " "



F+A gangway from poop to bridge with 9 supports 3'-9" spacing  
F+A " " bridge to fore 5 " 8'-6" "  
1 Guard rail with stanchions 36" high 56" spacing riveted to Tee bar  
1 centre steel wire bound to each stanchion

#### 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	138'-9"	4'-0"	Open rails for length of bulwarks. 3'-0" x 1'-6"	5	20.10	13.9
Forward Well	72'-9"	4'-0"	3'-0" x 1'-6"	3	12.06	7.3

State position of each freeing port ... After Well: F 138'-9" x 4'-0" A 72'-9" x 4'-0"  
(F and A. position and height above deck edge) Forward Well: F 72'-9" x 4'-0" A 138'-9" x 4'-0"  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Bars. Fore Well: 1 freeing port. P.T.S. 3'-11-7", 12'-6" from fore bulkhead after bulkhead.  
Additional area where sheer is less than standard. After Well: 1 freeing port. P.T.S. 3'-11-7", 15'-8" from bulkhead after bulkhead.

#### Particulars of Superstructures, Trunks, Casings, Deckhouses.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	7/16"	7/16"	9" x 3 1/2" x 1/2" BA	30"	Brackets top & bottom	5'-1" x 3'-6"	23 1/2"	8'-0"
Raised Quarter Deck Bulkhead	✓	✓	✓	✓	none	5'-0" x 3'-0"	19 1/2"	8'-0"
Bridge, After Bulkhead	✓	3/8"	4 1/2" x 3" x 5/16"	36"	none	5'-0" x 2'-6"	19"	8'-0"
Bridge, Forward Bulkhead	1/2"	7/16"	7" x 3 1/2" x 1/2"	30"	Brackets top & bottom	5'-0" x 3'-6"	19 1/2"	8'-0"
Forecastle Bulkhead	✓	1/4"	5" x 3" x 7/16"	31"	none	see sketch	19"	8'-0"
Trunk, Aft	✓	✓	✓	✓	✓	✓	✓	✓
Trunk, Forward	✓	✓	✓	✓	✓	✓	✓	✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks	Pump Room	3/8"	4 1/2" x 3" x 7/16"	36"	none	4'-9" x 2'-0"	18"	8'-0"
Exposed Machinery Casings on Super-structure Decks	✓	3/8"	3" x 3" x 5/16"	33"	none	4'-7" x 2'-0"	15 1/2" wood 18 1/2" steel	8'-0"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	✓	3/8"	3" x 3" x 5/16"	33"	none	none	✓	8'-0"
Deckhouses on Flush Deck Ships	✓	✓	✓	✓	✓	✓	✓	✓

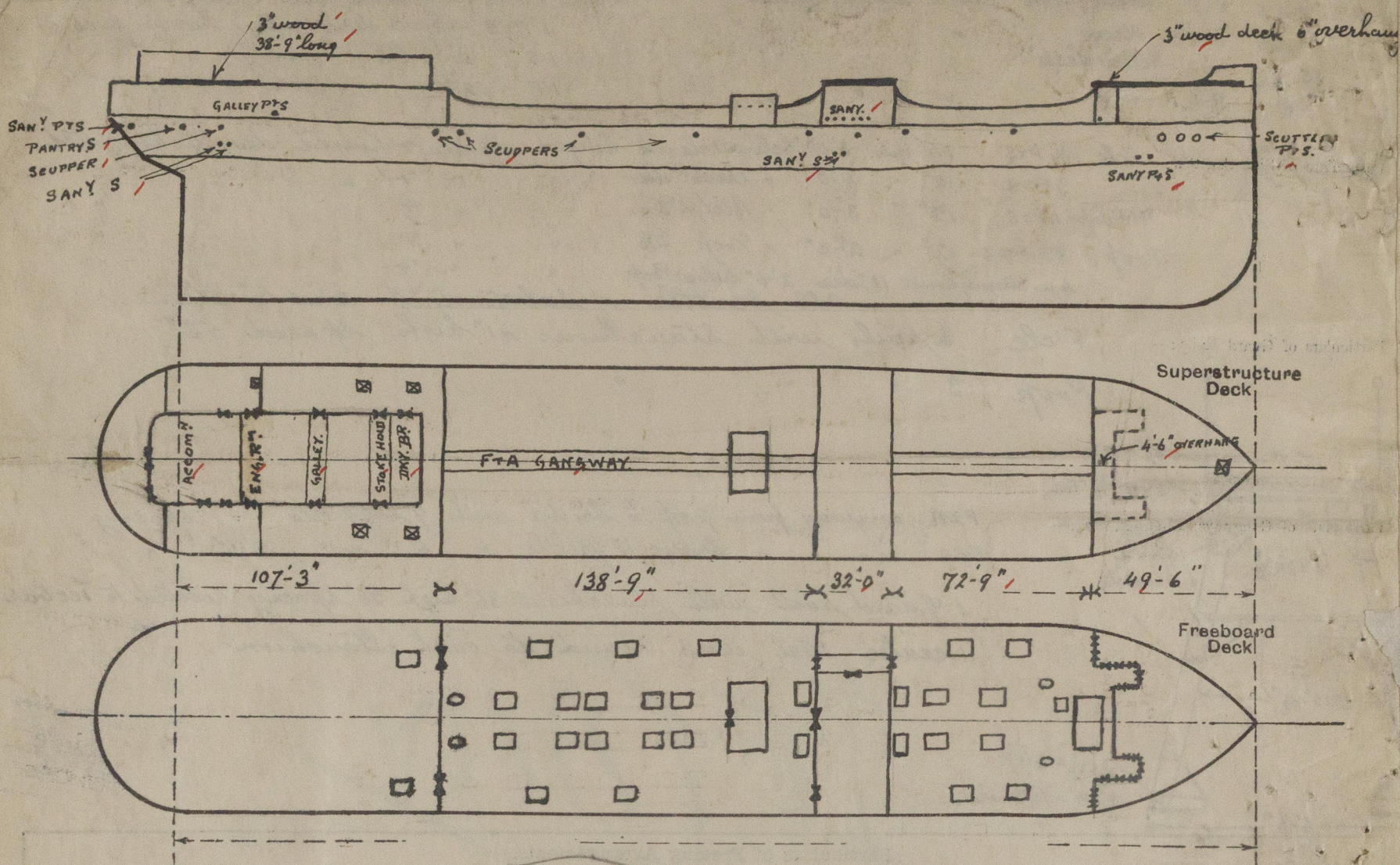
#### Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	3/8" plates with 12 hook bolts & nuts 18" x 13" spacing manipulated outside (also channels for 3" shifting boards full height)
Raised Quarter Deck Bulkhead	✓
Bridge, After Bulkhead	Hinged steel w.t. doors P.T.S manipulated both sides
Bridge, Forward Bulkhead	Centre :- 3" shifting boards in riveted channels full height
Forecastle Bulkhead	Hinged steel w.t. door manipulated both sides
Exposed Machinery Casings on Free-board or Raised Quarter Decks	Hinged wood doors
Exposed Machinery Casings on Super-structure Decks	Pump Room. Hinged steel w.t. door manipulated both sides
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	Steel doors to Machinery spaces. wood doors to accommodation manipulated both sides
Deckhouses on Flush Deck Ships	✓



# British Premier

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, 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:—



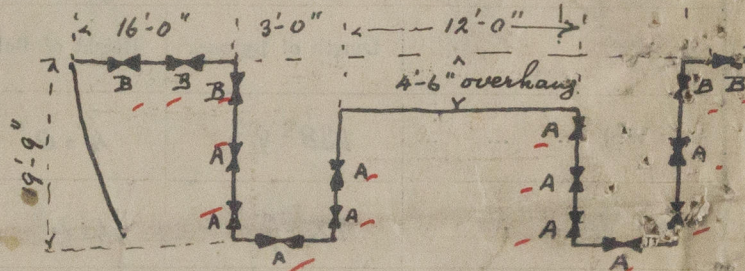
Forecastle doors of wood  
 A 4'-8" x 2'-0" 20" sill  
 B 4'-8" x 2'-1" 19" "

State any special features in the construction of the ship:—

Equiv. Bhd.  

$$\frac{19.75 \times 3 + 6 \times 4.5}{25}$$

$$= 3.45$$



Builder's name and yard number

Names of sister ships This Report refers to S.S. "British Premier"

Owners British Tanker Co Ltd.

Fee £

Received by me



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