

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <i>British Supremacy</i>	Official Number <i>180785</i>	Nationality and Port of Registry <i>British London</i>	Gross Tonnage <i>8242</i>	Date of Build <i>1945</i>	Port of Survey <i>Belfast + Glasgow</i>
Moulded Dimensions: Length <i>460.96</i> Breadth <i>59</i> Depth <i>34.83</i> <i>to centre of keelson</i>					Date of Survey <i>during construction</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>18207</i> tons					Surveyor's Signature <i>Wm. Balfour</i>
Coefficient of fineness for use with Tables <i>.791</i>					Particulars of Classification <i>100A-1 Carrying Petroleum in bulk.</i>

DEPTH FOR FREEBOARD (D). Moulded depth ... <i>34.83</i> Stringer plate ... <i>.07</i> Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>34.90</i>	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $(34.90 - 30.73) \times 3 = +12.51$ (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) <i>59</i> Standard Round of Beam = $\frac{B \times 12}{50} = 14.16$ Ship's Round of Beam = <i>14.75</i> Difference <i>.59</i> Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S}{L} \right) = \frac{.59^2}{4} \times .5758 = -.08$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>equivalent</i>	<i>96.73</i>	<i>96.73</i>	<i>7.5</i>	-	<i>96.73</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>equivalent</i>	<i>50.83</i>	<i>50.83</i>	<i>7.5</i>	-	<i>50.83</i>
" overhang aft	<i>2.92</i>	<i>2.19</i>	"	-	<i>2.19</i>
" overhang forward					
F'cle enclosed	<i>45.80</i>	<i>45.80</i>	<i>7.5</i>	-	<i>45.80</i>
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	<i>196.28</i>	<i>195.55</i>			<i>195.55</i>

Standard Height of Superstructure *7.5*
 " " R.Q.D. *✓*
 Deduction for complete superstructure *42.58*
 Percentage covered $\frac{S}{L} = 42.58$
 " " $\frac{S_1}{L} = 42.42$
 " " $\frac{E}{L} =$
 Percentage from Table, Line A. *Tanker 33.42*
 (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 = $42 \times 33.42 = -14.03$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	<i>56.10</i>	1	<i>56.10</i>	<i>46.7</i>	<i>46.7</i>	1	<i>46.7</i>
$\frac{1}{8}L$ from A.P. ...	<i>24.96</i>	4	<i>99.84</i>	<i>7.6</i>	<i>7.6</i>	4	<i>30.4</i>
$\frac{2}{8}L$ " ...	<i>6.17</i>	2	<i>12.34</i>	<i>0</i>	-	2	-
Amidships ...	-	4	-	<i>0</i>	-	4	-
$\frac{2}{8}L$ from F.P. ...	<i>12.34</i>	2	<i>24.68</i>	<i>0</i>	-	2	-
$\frac{1}{8}L$ " ...	<i>49.92</i>	4	<i>199.68</i>	<i>30.5</i>	<i>30.5</i>	4	<i>122.0</i>
F.P. ...	<i>112.19</i>	1	<i>112.19</i>	<i>102</i>	<i>102.0</i>	1	<i>102.0</i>
Total ...			<i>504.83</i>				<i>301.1</i>

Mean actual sheer aft =
 Mean standard sheer aft =

Mean actual sheer forward =
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{203.73}{18} \left(.75 - \frac{2129}{5371} \right) = +6.08$
 If limited on account of midship superstructure.

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

Ft.
 Depth to Freeboard Deck = *34.90*
 Summer freeboard = *7.39*
 Moulded draught (d) = *27.51*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *6.87* = *6 3/4*

Addition for Winter North Atlantic Freeboard (if required) = *6.87 + 4.61 = 11.48 = 11 1/2*

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 16833$
 Tons per inch immersion at summer load water line
 $T = 56.38$

Deduction = $\frac{\Delta}{40 T}$ inches = $\frac{16833}{40 \times 56.38} = 7.46 = 7 1/2$

Full A T/1

28ft 17115 56.55
27ft 16439 56.15

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{.791 + .68}{1.36} = \frac{1.471}{1.36}$

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

77.94

84.30

82.8

18.6.45

18.59 14.11 + 4.48

Summer Freeboard = *88.78*

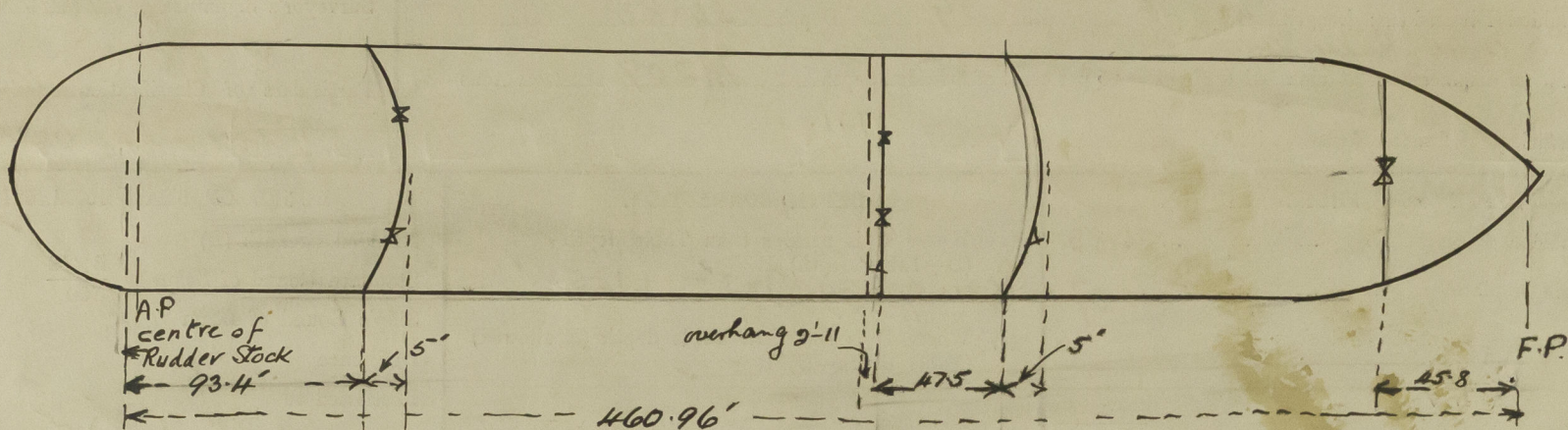
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	<i>14 1/4</i>
Fresh Water Line	"	"	<i>7 1/2</i>
Tropical Line	"	"	<i>6 3/4</i>
Winter Line below	"	"	<i>6 3/4</i>
Winter North Atlantic Line	"	"	<i>11 1/2</i>

Tropical Fresh Water Freeboard	<i>6.2 1/2</i>
Fresh Water	<i>6.9 1/4</i>
Tropical	<i>6.10</i>
Winter	<i>7.11 1/2</i>
Winter North Atlantic	<i>8.4 1/4</i>

British Supremacy.

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.



openings. fore bulk² tonnage opening 5' x 4' sill 18" bolted plating plate, with space back bolts.
 Br for² hinged steel W.T. door 5' x 2' 6" sill 18" secured by toggles operated with side
 one opening 5' x 2' sill 20" hinged W.T. door secured by toggles
 Br aft-BH² { two openings 5' x 3' each sill 18" bolted plate with space back bolts
 Poop. two openings 5' x 2' 6" sill 18" bolted plate with back bolts with space
 (Access to machinery space within poop by means of hinged steel W.T. door.)

This vessel will be completed at Govan and Report C11 will be forwarded from the Glasgow office.

$$\begin{array}{r} \text{Poop} \quad 93.40 \\ \frac{2}{3} \times 5 = 3.33 \\ \hline 96.73 \end{array}$$

$$\begin{array}{r} \text{Bridge} \quad 47.50 \\ \frac{2}{3} \times 5 = 3.33 \\ \hline 50.83 \end{array}$$

Trade of ship Ocean going tanker
 Names of sister ships Standard type tanker, other buildings at Clyde, plans received from Messrs Harland & Wolff, Govan
 Builder's name and yard number Messrs Harland & Wolff, Ltd. No 1284
 Owners British Tankers, Ltd.

Fee £

MS



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Foundation