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15 AUG 1951

22 DEC 1950

42569

Rpt. C.11 (Comp.).

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15 AUG 1951

Index No. (For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Mdb. Rpt. No.19269.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "BRITISH LADY"	Official Number 184466	Nationality and Port of Registry BRITISH LONDON	Gross Tonnage 6140	Date of Build	Port of Survey MIDDLESBROUGH
Moulded Dimensions: Length 400.0 Breadth 56.0 Depth 30.1				Date of Survey WHILST BUILDING	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 12,470 tons				Surveyor's Signature J.D. Rufus	
Coefficient of fineness for use with Tables .762				Particulars of Classification +100A.1 (CARRYING PETROLEUM IN BULK)	

DEPTH FOR FREEBOARD (D).			
Moulded depth	30.083
Stringer plate	...	8.4	.07
Sheathing on exposed deck
$T \left(\frac{L-S}{L} \right) =$			
Depth for Freeboard (D) = 30.15			

DEPTH CORRECTION.	
(a) Where D is greater than Table depth (D-Table depth) R =	(30.15 - 26.67) / 3 = +10.44
(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)	56.0
Standard Round of Beam = $\frac{B \times 12}{50}$	13.44
Ship's Round of Beam	14
Difference	+ .56
Restricted to	...
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	= $\frac{.56}{4} \times .5715 = -.08$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <i>Equiv.</i>	89.75	89.75	8.0		89.75
" overhang	2.50	.25			.25
R.Q.D. enclosed					
" overhang					
Bridge enclosed <i>Equiv.</i>	42.33	42.33	8.0		42.33
" overhang aft	3.50	2.63			2.63
" overhang forward	3.27	.09			.09
F'de enclosed <i>Equiv.</i>	36.36	36.36	8.0		36.36
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	172.61	170.46			170.66

Standard Height of Superstructure	7.5
" " R.Q.D.	✓
Deduction for complete superstructure	42.00
Percentage covered $\frac{S}{L} =$	43.15
" " $\frac{S_1}{L} =$	42.85
" " $\frac{E}{L} =$	33.85
Percentage from Table, Line A: TANKER	33.85
(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 .3385 = -14.22

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	50.00	1		50.00	50.00	50.00	1		50.00
$\frac{1}{4}L$ from A.P.	22.25	4		89.00	22.125	22.125	4		88.50
$\frac{2}{4}L$ "	5.50	2		11.00	5.625	5.625	2		11.25
Amidships	✓	4		✓	✓	✓	4		✓
$\frac{3}{4}L$ from F.P.	11.00	2		22.00	11.125	11.125	2		22.25
$\frac{1}{4}L$ "	44.50	4		178.00	44.687	44.69	4		178.76
F.P.	100.00	1		100.00	100.00	100.00	1		100.00
Total			✓	450.00					450.76

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{.76}{18} (.75 - .2158) = -.02$

If limited on account of midship superstructure. ✓

Mean actual sheer aft	> .75
Mean standard sheer aft	✓
Mean actual sheer forward	Excess
Mean standard sheer forward	✓
Length of enclosed superstructure forward of amidships =	L
" " aft of " =	TANKER

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **30.15**
Summer freeboard = **5.21**
Moulded draught (d) = **24.94**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.235 = 6 1/4**

Addition for Winter North Atlantic Freeboard

required = **6.235 + 4 = 10 1/4**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 12,201$ TONS

Tons per inch immersion at summer load water line

T = **46.40**Deduction = $\frac{\Delta}{40 T}$ inches= **6.57 = 6 1/2** $\Delta @ 25' = 12,195 \text{ T.P.} = 46.4$
 $\Delta @ 26' = 12,755 \text{ T.P.} = 46.84$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

 $\frac{.762 + .68}{1.36} = \frac{1.443}{1.36}$ Depth Correction **10.44** | **✓** |

Deduction for superstructures **14.22** | **✓** |

Sheer correction **.02** | **✓** |

Round of Beam correction **.08** | **✓** |

Correction for Thickness of Deck amidships **✓** | **✓** |

Other corrections, scantlings, etc. **✓** | **✓** |

10.44 **14.22** | **- 3.88** |

Summer Freeboard = **62.39**

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

Tropical Fresh Water Line above Centre of Disc	12 3/4
Fresh Water Line	6 1/2
Tropical Line	6 1/4
Winter Line below	6 1/4
Winter North Atlantic Line	10 1/4

Tropical Fresh Water Freeboard **4 1/4** |

Fresh Water **4 1/4** |

Tropical **4 1/4** |

Winter **5 1/4** |

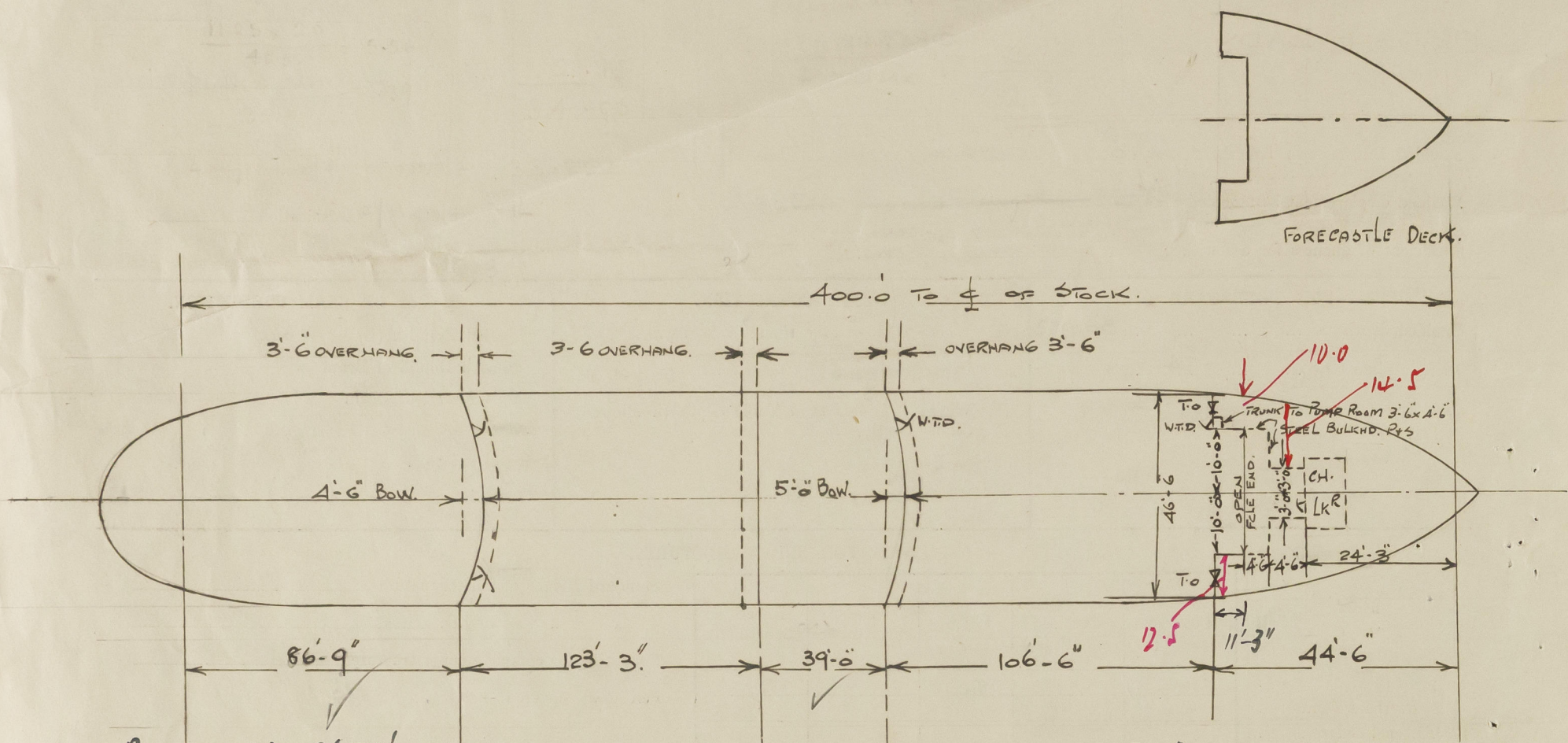
Winter North Atlantic **6 1/4** |

5m T 12/47.

003233-003239-0142

BRITISH LADY.

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.



Port at side 86.75'
 $\frac{2}{3} \times 4.5 = 3$ o/H = 3.5 - 3 = .5'
 Equivl 89.75

Bridge at side 39.00
 $\frac{2}{3} \times 5 = 3.33$
 42.33

o/H appx = 3.5
 fmd = 3.5 - 3.33 = .17

FORECASTLE

Fmd of L/10 = 40'
 Enclure 24'-8" 24'-25"
 Ada 4.5 x 14.5 65.25
 11-25 x 10-0 112.5
 177.75
 18.5 9.61
 33.86

ohang = net

Appx of L/10

4.5 x 12.5 2.5
 22.5

Total Enclure 36.36

Trade of ship OCEAN GOING TANKER.

Names of sister ships —

Builder's name and yard number SMITHS DOCK CO. LTD. SOUTH BANK-ON-TEES. No 1211.

Owners BRITISH TANKER CO. LTD.

Fee £ WITH FIRST ENTRY.

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