

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

25 NOV 1932

Computation of Freeboard for ~~Steam~~ Sailing Ship, Tankerhaving Poop and Bridge and ForecastlePort of Survey Kiel/Hamburgnow registered at Panama (Type of Superstructures.)

Ship's Name

Geo. W. McKnight.

Nationality and Port of Registry

Danzig.

Official Number

166870.

Gross Tonnage

12200

Date of Build

12-1932.Date of Survey 22nd November 1932.Name of Surveyor C. Priess.Moulded Dimensions: Length 158.74 m Breadth 21.336 Depth 11.810 mMoulded displacement at moulded draught = 85 per cent. of moulded depth 27334 m³ tonsCoefficient of fineness for use with Tables 0.8039Particulars of Classification 100A1
Petroleum in Bulk. (Contemplated)

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth	11.810	(a) Where D is greater than Table depth (D-Table depth) R =	8.33 (11.836 - 10.583) 30 = 313	Moulded Breadth (B)	21.336
Stringer plate	0.026	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	427
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam	445 mm
Depth for Freeboard (D) =	11.836			Difference	18
				Restricted to	
				Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{18^2}{4} \times \frac{445}{158.74} = -3$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <u>Bridge II</u>	16.720	16.720	2.29	-	16.720
„ overhang ...					
R.Q.D. enclosed					
„ overhang					
Bridge enclosed <u>Bridge I</u>	12.200	12.200	2.29	-	12.200
„ overhang aft					
„ overhang forward					
Fore enclosed	11.920	11.920	2.29	-	11.920
„ overhang					
Trunk aft					
„ forward					
Tonnage opening aft					
„ forward					
Total	40.840	40.840			40.840

Standard Height of Superstructure 22.90

„ „ R.Q.D.

Deduction for complete superstructure 10.67Percentage covered $\frac{S}{L} = 25.73$ „ „ $\frac{S_1}{L} = 25.73$ „ „ $\frac{E}{L} = 25.73$ Percentage from Table, Line A.
(corrected for absence of forecastle (if required))Percentage from Table, Line B Tanker 18.01
(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = - 192

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1577	1		1577	2281	2281	1		2281
1/4 L from A.P.	701	4		2804	909	909	4		3636
1/2 L	175	2		350	203	203	2		406
Amidships		4			0		4		
3/4 L from F.P.	350	2		700	264	264	2		528
F.P.	1401	4		5604	1492	1492	4		5968
Total	3153	1		3153	3464	3464	1		3464
Total				14188					16283

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{2095}{18} (.75 - .1287) = -72$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

action for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 11.836Summer freeboard = 2.600Moulded draught (d) = 9.236

Addition for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48}$ inches = .19 m

Addition for Winter North Atlantic Freeboard (if

required = .13 m

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 24980 \text{ m}^3$

Tons per inch immersion at summer load water line

T = 30.5Deduction = $\frac{\Delta}{40 T}$ inches= .20 m

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.8041 \cdot 68}{1.36} = \frac{1.484}{1.36}$

Depth Correction ... 313

Deduction for superstructures ... 192

Sheer correction ... 72

Round of Beam correction ... 3

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

313

267

Summer Freeboard = 2.602SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: 8-6 1/2 2.60 m. xTropical Fresh Water Line above Centre of Disc 15 1/2 .0 .39 m xFresh Water Line " " 8 .0 .20 xTropical Line " " 7 1/2 .0 .19 xWinter Line below " " 7 1/2 .0 .19 xWinter North Atlantic Line " " 12 1/2 .0 .32 xTropical Fresh Water Freeboard ... 7-3 2.21 xFresh Water " " 7-10 2.40 xTropical " " 7-11 2.41 xWinter " " 8-13 2.79 xWinter North Atlantic " " 8-13 2.92 x

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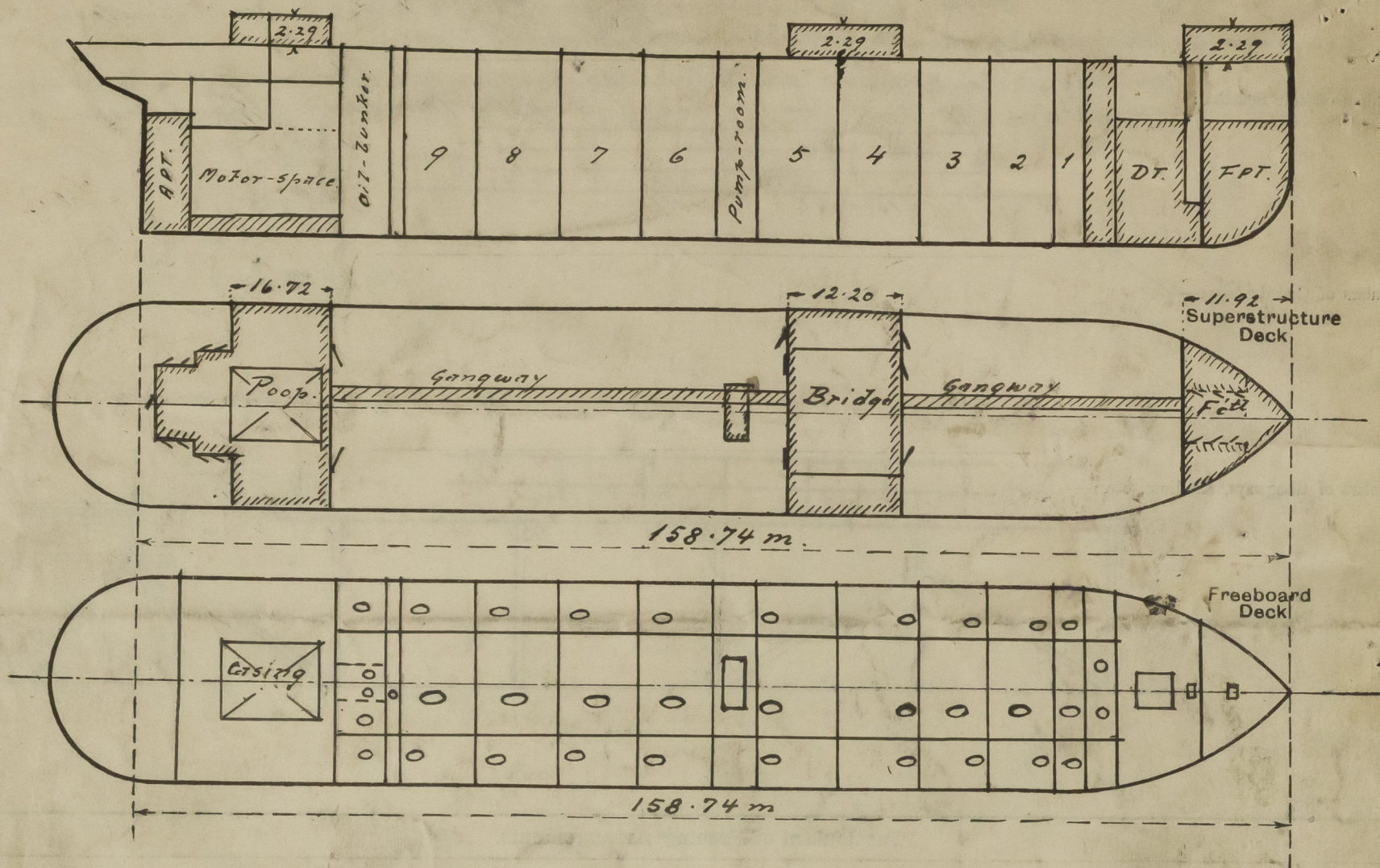
HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

None.

Bulkhead		Door
Ramp Bulkhead	Bridge. II	Two openings with steel hinged doors with 6 Turnbuckles. (From both sides.)
Raised Quarter Deck Bulkhead	...	Two openings with portable steel plates with 12 Hookbolts.
Bridge After Bulkhead	...	One opening with steel hinged door with 6 Turnbuckles. (Both sides.)
Bridge Forward Bulkhead	...	Three openings with steel hinged doors with 6 Turnbuckles. (From both sides.)
Forecastle Bulkhead	...	Three steel hinged doors each side under 1st deck. 6 Turnbuckles (From both sides.)
Exposed Machinery Casings on Foreboard or Raised Quarter Decks	...	✓
Exposed Machinery Casings on Superstructure Decks	...	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	...	✓
Deckhouses on Flush Deck Ships	...	Doors with steel hinged doors with 6 Turnbuckles. (From both sides.)

Geo. W. Mc Knight.

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:—



State any special features in the construction of the ship:— *Longitudinal framed Tanker with two longitudinal Bulkheads in way of Cargo tanks.*

The vessel surveyed during construction. All parts now completed to the Rule Requirements and approved plans.

Builder's name and yard number *Fried. Krupp, Germaniawerft A.G. Kiel. No 517.*

Names of sister ships *"Victor Ross" Bremer Vulkan No 698 and "Franz Clasen" Deutsche Werft. No 148.*

Owners *Baltisch-Amerikanische Petroleum-Import-Ges.m.b.H. Danzig.*

Fee £ *20* : *0* : *0*
on completion.

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