

Rpt 35009 (SIMILAR)  
34114  
34865  
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POLARIUM  
ELONA  
STANDELLA  
MACTRA

DUTCH GOVERNMENT  
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Index. No. 35634  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

APR 30 1938 12055

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <u>Trieste</u>
having <u>Poop, Bridge and Forecastle</u>					Date of Survey <u>During construction</u>
(Type of Superstructures.)					Name of Surveyor <u>M. Micali</u>
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Particulars of Classification <u>* 100 A1</u> <u>carrying Petroleum in Bulk</u>
<u>"OMALA"</u>	<u>Dutch</u>	<u>✓</u>	<u>Not measured yet</u>	<u>1938</u>	
Moulded Dimensions: Length <u>425.00</u> Breadth <u>54.25</u> Depth <u>31.00</u>					
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>471 264 cub feet</u>					
Coefficient of fineness for use with Tables <u>425 x 54.25 x 31 x .85 = .475</u>					

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<u>31.00</u>	(a) Where D is greater than Table depth (D - Table depth) R = <u>(31.00 - 28.33) x 3.00</u>		Moulded Breadth (B)	<u>54.25</u>
Stringer plate ...	<u>.06</u>		<u>= + 8.19</u>	Standard Round of Beam = $\frac{B \times 12}{50}$	<u>= 13.02</u>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	<u>—</u>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>✓</u>		Ship's Round of Beam	<u>= 13.50</u>
Depth for Freeboard (D) =	<u>31.06</u>	If restricted by superstructures <u>✓</u>		Difference	<u>Excess .48</u>
				Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<u>= <math>\frac{.48}{4} \times .562 = .07</math></u>

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<u>89.31</u>	<u>89.31</u>	<u>7'-6"</u>	<u>✓</u>	<u>89.31</u>
„ overhang ...	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
R.Q.D. enclosed ...	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
„ overhang ...	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
Bridge enclosed ...	<u>40.84</u>	<u>40.84</u>	<u>7'-6"</u>	<u>—</u>	<u>40.84</u>
„ overhang aft ...	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
„ overhang forward	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>
F'cle enclosed ...	<u>55.98</u>	<u>55.98</u>	<u>7'-6"</u>	<u>✓</u>	<u>55.98</u>
„ overhang ...	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</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>186.13</u>	<u>186.13</u>	<u>—</u>	<u>—</u>	<u>186.13</u>

Standard Height of Superstructure	<u>7'-6"</u>
„ „ R.Q.D.	<u>✓</u>
Deduction for complete superstructure	<u>42"</u>
Percentage covered $\frac{S}{L} =$	<u><math>\frac{186.13}{425} = 43.8\%</math></u>
„ „ $\frac{S_1}{L} =$	<u>43.8%</u>
„ „ $\frac{E}{L} =$	<u>43.8%</u>
Percentage from Table, Line A	<u>34.82%</u>
(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 =	<u>42 x .3482 = 14.62</u>

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>52.50</u>	1		<u>52.50</u>	<u>53.54</u>	<u>53.54</u>	1		<u>53.54</u>
$\frac{1}{8}$ L from A.P. ...	<u>23.36</u>	4		<u>93.44</u>	<u>23.75</u>	<u>23.75</u>	4		<u>95.00</u>
$\frac{2}{8}$ L „ ...	<u>5.77</u>	2		<u>11.54</u>	<u>6.15</u>	<u>6.15</u>	2		<u>12.30</u>
Amidships ...	<u>0</u>	4		<u>0</u>	<u>0</u>	<u>0</u>	4		<u>0</u>
$\frac{2}{8}$ L from F.P. ...	<u>11.55</u>	2		<u>23.10</u>	<u>11.74</u>	<u>11.74</u>	2		<u>23.48</u>
$\frac{1}{8}$ L „ ...	<u>46.72</u>	4		<u>186.88</u>	<u>47.12</u>	<u>47.12</u>	4		<u>188.48</u>
F.P. ...	<u>105.00</u>	1		<u>105.00</u>	<u>107.87</u>	<u>107.87</u>	1		<u>107.87</u>
Total ...				<u>472.46</u>					<u>480.67</u>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{8.21}{18} \left( .75 - \frac{186.13}{850} \right) = .24$

If limited on account of midship superstructure.

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)	<u>68.65</u>
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.475 + .68}{1.36} = 1.07$	<u>73.45</u>
Depth to Freeboard Deck = <u>31.06</u>	$\Delta = 13020$	Depth Correction ...	<u>8.19</u>
Summer freeboard = <u>5.56</u>	Tons per inch immersion at summer load water line	Deduction for superstructures ...	<u>14.62</u>
Moulded draught (d) = <u>25.50</u>	T = <u>48</u>	Sheer correction ...	<u>.24</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>6.375 = 6<math>\frac{3}{8}</math></u>	Deduction = $\frac{\Delta}{40 T}$ inches	Round of Beam correction ...	<u>.07</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>6<math>\frac{1}{4}</math> + 4<math>\frac{1}{4}</math> = 10<math>\frac{1}{2}</math></u>	$\frac{13020}{40 \times 48} = 6\frac{3}{4}$	Correction for Thickness of Deck amidships ...	
		Other corrections, scantlings, etc. ...	
		Summer Freeboard = <u>66.71</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>13"</u>	Tropical Fresh Water Freeboard ...	<u>5' 6<math>\frac{3}{4}</math>"</u>
Fresh Water Line „ „ ...	<u>6<math>\frac{3}{4}</math>"</u>	Fresh Water „ „ ...	<u>4' 5<math>\frac{3}{4}</math>"</u>
Tropical Line „ „ ...	<u>6<math>\frac{1}{4}</math>"</u>	Tropical „ „ ...	<u>5' 0"</u>
Winter Line below „ „ ...	<u>6<math>\frac{1}{4}</math>"</u>	Winter „ „ ...	<u>5' 0<math>\frac{1}{2}</math>"</u>
Winter North Atlantic Line „ „ ...	<u>10<math>\frac{1}{2}</math>"</u>	Winter North Atlantic „ „ ...	<u>6' 5<math>\frac{1}{4}</math>"</u>



Omala.

Particulars of fiddley, funnel and ventilator coamings:— Fiddley casing over Machinery Space 9'-4" above Poop Deck (8'-0" between Poop & Boat Deck and 1'-4" above Boat Deck), and over auxiliary Boiler Space 8'-4" above Poop Deck. (For Poop & Boat Deck see under Exposed Machinery casing on Superstructure Deck) on the fiddley top, over Ventilators. See under Exposed Machinery casing on Superstructure Deck. The fiddley top, over Motor Space there is a portable steel skylight 3'-8" x 12'-6" strongly built and secured by ½" through bolts spaced 6" apart to a casing 8 1/2" high and connecting angles 2 1/2" x 2 1/2" x 3/16". Over auxiliary Boiler space there are two gratings 4'-0" x 1'-9" and one 1'-0" x 4'-0" fitted with dished plates. Covers secured by hinged butterfly nuts. The funnel is 30" thick substantially constructed and stepped directly on fiddley top. For particulars of Ventilators see below! !

NONE

Particulars of Components:	No.	POSITION	SIZE IN INCH	DIAM.	THICKNESS	LEADING TO	HEATHS CLOSING	REMARKS
1-4	ON REELDRUM DK	12" x 6"	12"	3 1/2"	3/8"	TO PUMP ROOM	PORTABLE	SUPPORTED AT TOP OF PUMPROOM EXTENSION
5	W/FOE DECK	36"	12"	3 1/2"	3/8"	FOR PEAK SPACE	PORTABLE	
6-10	"	36"	10"	3 1/2"	3/8"	PUMP ROOM, TWEEN DECK, HOLD	MUSH ROOMS	
11-18	"	36"	9"	3 1/2"	3/8"	ACCOMMOD. SPACES	WITH	
19-25	"	36"	6"	3 1/2"	3/8"	"	RUBBER PACKING	
26-33	"	36"	5"	3 1/2"	3/8"	W.C. & WASH PLACES	CANVANS HOODS	GOOSENECK VENT. (CASTINGS) ✓
34-42	ON BRIDGE DK	36"	6"	3 1/2"	3/8"	STEERING WAYS, REFR. MACH. & REFR. COMP. ROOMS	PORTABLE RUBBER PACKING	
43	"	36"	5"	3 1/2"	3/8"	PARTICULAR ROOM	W/HTS HOODS	GOOSENECK VENT. (CASTINGS)
43-45	ON POOP DK	10" x 6"	12"	3 1/2"	3/8"	PASSAGEWAYS & REFR. MACH. SP.	PORTABLE	SUPPORTED AT FOOT DECK ✓
46-48	"	33"	12"	3 1/2"	3/8"	STEERING GEAR SP. 150 HRS.	PORTABLE	
49	"	10" x 6"	10"	3 1/2"	3/8"	PASSAGEWAYS IN POOP	MUSH ROOMS	SUPPORTED AT BOAT DECK
50-53	"	10" x 6"	8"	3 1/2"	3/8"	"	RUBBER	" " " "
54-56	"	33"	6"	3 1/2"	3/8"	HOSPITAL STORES	RUBBER PACKING	" " " "
57-61	"	36"	5"	3 1/2"	3/8"	W.C. & WASH PLACES	CANVANS HOODS	GOOSENECK VENT. (CASTING) ✓
62-63	ON BOAT DK	30"	9"	3 1/2"	3/8"	PASSAGEWAYS	PORTABLE RUBBER PACKING	
64-66	ON BOILER CAS. TOP	4 1/2"	18"	3 1/2"	3/8"	MOTOR SP. & AUX. BOILER SP.	✓	
67	"	30"	12"	3 1/2"	3/8"	REFRIG. MACH. SP.	✓	
68-69	ON MOTOR CASING TOP	5 1/2"	24"	3 1/2"	3/8"	MOTOR SPACE	✓	
70	"	60"	18"	3 1/2"	3/8"	"	✓	
71	"	42"	18"	3 1/2"	3/8"	"	✓	
72-75	"	30"	14"	3 1/2"	3/8"	ACCOMMOD. SP. IN POOP	PORTABLE MUSH ROOMS	
76-77	"	30"	12"	3 1/2"	3/8"	ENG. WORK SHOP	WITH RUBBER PACKING	

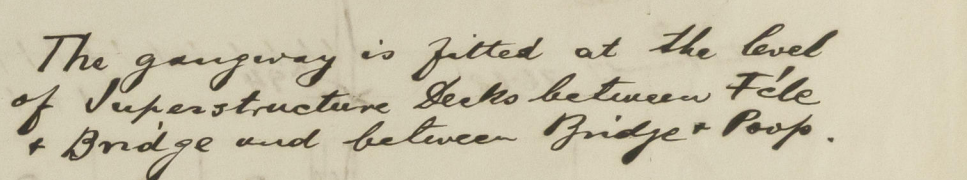
57-61	"	"	"	36"	5"	44"	W.C. WEAVER PLACES	CANVAS 10000'S	GOVENSEN VENT. (CASTING)
62-63	ON BOAT DK	"	"	30"	3"	30"	PASSAGEWAYS	PORTABLE RIGGING	
64-66	ON BOILER CAS.TOP	"	"	42"	18"	40"	MOTOR SP. & AUX. BOILER SP.	✓	
67	"	"	"	30"	12"	34	REFRIG. MAIN. SP.	✓	
68-69	ON MOTOR CASING TOP	"	"	52 1/2"	24"	40"	MOTOR SPACE	✓	
70	"	"	"	60"	18"	40"	"	✓	
71	"	"	"	42"	18"	40"	"	✓	
72-75	"	"	"	30"	14"	36	ACCOM. SP. IN POOP	PORTABLE MUSH ROOMS	
76-77	"	"	"	30"	12"	34	ENG. WORK SHOP	WITH RUBBER PARKING	

All above air pipes substantially constructed and provided with hinged lid closings. ✓  
 Sea pipes from Center & Wing Cargo Trunks substantially constructed and carried up to Fore & Main Masts.

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Particulars of Side Scuttles:— No side scuttles below freeboard deck! ✓  
On Fore & Bridge Sides 8" diameter and in Poop Sides 8" and 10" diameter brass  
framed sidelights with screw down hinged deadlight. ✓

Particulars of Gangways, Lifelines, etc. :—

Particulars of Superstructures, Trunks, Casings, Deckhouses.Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	...	...	...	2 W.T. hinged Steel doors secured by clips capable of being operated from both sides.
Raised Quarter Deck Bulkhead	...	...	...	1 W.T. hinged Steel door Secured by clips capable of being operated from both sides and 2 port. hinged Steel plates secured by lock bolts not passing through Bulkhead; spaced 14" apart
Bridge, After Bulkhead	...	...	...	1 W.T. hinged Steel door Secured by clips capable of being operated from both sides.
Bridge, Forward Bulkhead	...	...	...	6 hinged doors of teak 1 3/4" thick provided with ordinary bolts capable of being operated from both sides; 2 W.T. hinged Steel doors (leading to two decks 1 to Pump Room) secured by clips operated from both sides. See Stated.
Forecastle Bulkhead	...	...	...	No openings
Exposed Machinery Casings on Free-board 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	...	...	...	



40.13 → 30.78

15'-4" 61'-6" 54'-10" 15'-0" 56'-10" 39'-2"

3'-0" 2'-10" 2'-10" 19'-4"

NO. 1 NO. 2 NO. 3 NO. 4 NO. 5 NO. 6 NO. 7 NO. 8

PUMP ROOM WING COFFER DAM

PUMP ROOM WING COFFER DAM

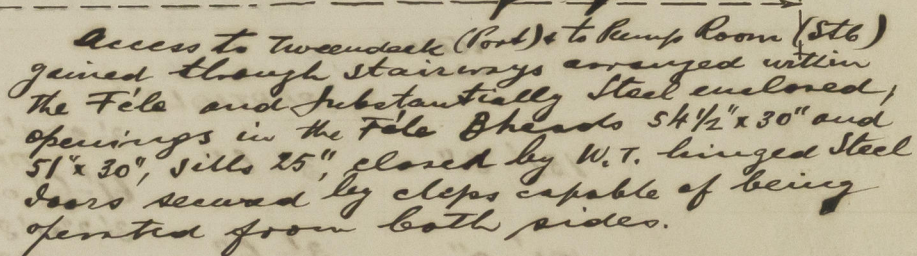
PUMP ROOM WING COFFER DAM

HOLD DEEP TANK

F.P.T.

D.O.Z.

O.F. BUNKERS COFFER DAM



Tanker with Transverse Side framing and longitudinal framing at bottom and Deck; Two longitudinal Bulkheads and single Deck in way of oil Tanks. Cruiser Stern.

$$\begin{array}{r} 368.85 \\ 47.6 \end{array} = 7.75'$$
  
$$\begin{array}{r} 48.23' \\ + 7.75' \\ \hline 55.98' \end{array}$$

Received by me,