

DISCLOSED SECTION

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Lloyd's Register of Shipping.

Index. No. 34301
(For London Office only.)

SURVEYS FOR FREEBOARD.

No. 431

GLASGOW REPORT No. 53210

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having POOP, QUARTER, BRIDGE AND FORECASTLE

(Type of Superstructures.)

Ship's Name: * KRAKOW

Nationality and Port of Registry: POLISH Gdynia Szczecin

Gross Tonnage: 2017

Date of Build: 1926.2

Port of Survey: ALLOA

Date of Survey: 16-1-33

Name of Surveyor: W. A. GRIER

Moulded Dimensions: Length 269.45 Breadth 39.7 Depth 19.85

Moulded displacement at moulded draught = 85 per cent. of moulded depth 3935 tons

Coefficient of fineness for use with Tables 1.763

Particulars of Classification: 100A1 5.32

CARGO BATTENS NOT FITTED.

S.S. Dwg No. 1-30

Depth for Freeboard (D) 19.85

Depth correction

(a) Where D is greater than Table depth (D-Table depth) R = (19.90-17.96) 2.073 = 4.02

(b) Where D is less than Table depth (if allowed) (Table depth-D) R =

Round of Beam correction

Moulded Breadth (B) 39.7

Standard Round of Beam = $\frac{B \times 12}{50} = 9.53$

Ship's Round of Beam = 11.0

Difference 1.47

Restricted to

Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{1.47}{4} \times 322 = -1.12$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	21.0	21.00	8.0		21.00
" overhang ...	81-11				
R.Q.D. enclosed ...	84-3	82.50	4.0	4.0/4.259	77.48
" overhang ...					
Bridge enclosed ...	54.5	54.42	7.6		54.42
" overhang aft ...	2.4	1.75			1.75
" overhang forward ...					
F'cle enclosed ...					
" overhang ...	23.0	23.00	8.0		23.00
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	182.67	182.67			177.65

Standard Height of Superstructure 6.19

" " R.Q.D. 4.259

Deduction for complete superstructure 32.94

Percentage covered $\frac{S}{L} = 67.80$

" " $\frac{S_1}{L} = 67.80$

" " $\frac{E}{L} = 65.92$

Percentage from Table, Line A. (corrected for absence of forecastle (if required))

Percentage from Table, Line B. (corrected for absence of forecastle (if required)) 56.06

Interpolation for bridge less than 2L (if required)

Deduction = -18.46

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
P. ...	36.94	1		36.94	66.00	66.00	1		66.00
from A.P. ...	16.44	4		65.76	29.32	29.32	4		117.28
" ...	4.06	2		8.12	7.33	7.33	2		14.66
amidships ...		4			0		4		
from F.P. ...	8.13	2		16.26	11.33	11.33	2		22.66
" ...	32.88	4		131.52	45.32	45.32	4		181.28
P. ...	73.89	1		73.89	102.00	102.00	1		102.00
Total ...	332.46			332.49					503.88

Correction = $\frac{\text{Difference between sums of products}}{18} = \frac{171.39}{18} = 9.52$

If limited on account of midship superstructure. $\frac{193}{100} \times 3.91 = -3.78$

Mean actual sheer aft = Excess

Mean standard sheer aft =

Mean actual sheer forward = Excess

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = 177.093

" " aft of " = 500

If limited to maximum allowance of 1 1/2 ins. per 100 ft. (4.04)

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 19.90

Summer freeboard = 1.69

Moulded draught (d) = 18.21

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 4.55 4 1/2

Addition for Winter North Atlantic Freeboard (if required) = 2

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40 T}$ inches = 4 1/2

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{763+68}{136} = 1.443$

Depth Correction ... 4.02

Deduction for superstructures ... 18.46

Sheer correction ... 3.71

Round of Beam correction ... 1.12

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ... 3.6

Summer Freeboard = 20.1326

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

Tropical Fresh Water Line above Centre of Disc ...	228	9"
Fresh Water Line " " ...	114	4 1/2"
Tropical Line " " ...	114	4 1/2"
Winter Line below " " ...	114	4 1/2"
Winter North Atlantic Line " " ...	165	6 1/2"
Tropical Fresh Water Freeboard ...	286	0 - 11 1/4"
Fresh Water " " ...	1100	1 - 3 3/4"
Tropical " " ...	400	1 - 3 3/4"
Winter " " ...	628	2 - 0 3/4"
Winter North Atlantic " " ...	679	2 - 2 3/4"

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS																	
UPPER DECK				R. Q. D.		UPPER D ^K		UPPER D ^K		UPPER D ^K		WINCH D ^K		BRIDGE D ^K		CASING TOP	
Description of Hatchway				N ^o 1	N ^o 2	N ^o 3	N ^o 4	C.B. AT AFT END N ^o 2	TO FORE PEAK	TO CHAIN LOCKER	ESCAPE HATCHES	BUNKER ^S HATCHES	BUNKER ^S HATCH				
Dimensions of Hatchway				32-2 x 24-10 19-3	33-2 x 24-10	30 x 24-10	30 x 24-10	5-12 x 24-10	3-9 x 2-6	20 x 30	4-6 x 2-4	6-10 x 3-6	4-6 x 21-0				
COAMINGS	{	Height above Deck	3-5	3-5	3-0	3-0	3-5	1-6	1-6	1-1	1-6	1-4 1/2					
		Thickness { Sides40	.40	.40	.40	.40	.35	.35	.35	.35	.35					
		Stiffeners40	.40	.40	.40	.40	.35	.35	.35	.35	.35					
		Brackets, Stays	8" CHANNELS	5" BULB PLATES			8" CHANNELS										
HATCH BEAMS	{	Number	FIVE	FIVE	FIVE	FIVE											
		Spacing	5-4	5-6	5-0	5-0											
		Scantling and Sketch	5 x 3 5/8 x 45 24 x 17 x 40 3 1/2 x 3 1/2 x 45	SAME AS N ^o 1	5 x 3 5/8 x 45 23 x 16 x 40 3 1/2 x 3 1/2 x 45	SAME AS N ^o 3	✓	✓	✓	✓	✓						
		Bearing Surface	3 1/2	3 1/2	3 1/2	3 1/2											
FORE AND AFTERS	{	Number															
		Spacing															
		Unsupported Lengths															
		Scantling* and Sketch															
		Bearing Surface	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓					
HATCH COVERS	{	Material	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD	WOOD				
		Thickness	3	3	3	3	3	3	2 1/2	3	3	3					
		How fitted	F+A	F+A	F+A	F+A	F+A	F+A	F+A	F+A	ATHWART	F+A					
		Bearing Surface	3	3F 8 3/8 A	3	3	5 1/2 F+3A	2 1/2	2 1/2	2 1/2	2	3					
Spacing of Cleats				24	24	24	24	24	24	24	24	24	24				
Number of Tarpaulins				2	2	2	2	2	2	2	2	2	2				
*Are wood fore and afters steel shod at all bearing surfaces?				✓													
Are battens and wedges efficient and in good condition?				YES -													
Are tarpaulins in good condition and in accordance with rule requirements?				YES -													
Are lashings provided in accordance with rule requirements?				YES -													

Particulars of fiddley, funnel and ventilator coamings:—

STOKEHOLD GRATINGS COVERED BY STRONG STEEL HINGED COVERS

FIDLEY AND FUNNEL VENTILATORS IN EFFICIENT CONDITION.

ENGINE SKYLIGHT OF STEEL STRONGLY CONSTRUCTED.

Particulars of Flush Bunker Scuttles:— NONE

Particulars of Companionways :—

ONE STEEL COMPANION 4'-4" x 2'-8" x 6'-4" HIGH ON POOP DECK LEADING TO ENCLOSED POOP,
DOOR OF WOOD 1 1/2" FRAME 5/8" LINING WITH 9 3/4" SILL; DOOR OPERATED FROM BOTH SIDES.

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

VENT ON FLE D ²	9" DIA.	COAMING	36x35	LED TO FORE PEAK.
1 " " " "	16 "	"	36x40	" " HOLD
1 " " UPPER "	16 "	"	9-9x40	" " STAYED TO B.F.
2 " " WINCH " F.	16 "	"	32x40	" " "
2 " " " " A.	16 "	"	36x40	" " "
1 " " BRIDGE "	16 "	"	36x40	" " "
2 " " " "	10 "	"	36x40	" " BUNKERS
1 " " POOP "	16 "	"	36x40	" " HOLD
1 " " " "	10 1/2 "	"	32 1/2x40	" " TUNNEL.

VENTILATORS CONSTRUCTED IN ACCORDANCE WITH RULES AND COAMINGS CLOSED WITH WOOD PLUGS AND CANVAS COVERS.

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

1 M.I. AIR PIPE	ON UPPER DECK	2-4	HIGH	x	2 1/2	DIA	FROM FORE PEAK
2 M.I. "	"	3-0	"	x	2 1/2	"	D. B. TANKS
1 M.I. "	"	3-3	"	x	2 1/2	"	"
2 M.I. "	R. Q. D.	3-0	"	x	2 1/2	"	"
1 M.I. "	"	2-0	"	x	2 1/2	"	AFT. PEAK.
AIR PIPES CLOSED WITH WOOD PLUGS AND CANVAS COVERS.							

Particulars of Gangway Cargo and Coaling Ports:— **NONE**

Particulars of Scuppers and Sanitary Discharge Pipes:—

DECK SCUPPERS DISCHARGE ABOVE FREEBOARD DECK -

SANITARY DISCHARGE PIPES DISCHARGE ABOVE FREEBOARD DECK WITH STORM VALVE AT SHIPS SIDE

Particulars of Side Scuttles:—

SIDE SCUTTLES IN POOP BRIDGE & F'CLE PROVIDED WITH PORTABLE DEADLIGHTS -

ALL SCUTTLES OF SUBSTANTIAL CONSTRUCTION -

Particulars of Guard Rails:—

GUARD RAILS ON F'CLE 3'-6" HIGH WITH 3 RAILS AND STANCHIONS SPACED 5'-0" APART

" " POOP 3'-6" " 3 " " " 4'-8" "

Particulars of Gangways, Lifelines, etc.:— ~~NONE FITTED~~, PASSAGEWAY AVAILABLE OVER CONTINUOUS HATCH TRUNK

*Sockets for stanchions fitted in longitudinal channels
in hatch side coaming & eyeplate using bolts
fitted to brace after bulkhead & poop front*

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	84-3 ✓	3'-9"	4'-0" x 1'-2"	FOUR	18.56 -	16.8
Forward Well	⁶ 88-9	4'-0"	4'-0" x 1'-2"	FOUR	18.56 -	17.3

State position of each freeing port } After Well:— FROM BRIDGE END 16'-3" 34'-6" 48'-6" 62'-2" 12" HIGH
(F. and A. position and height above deck edge) } Forward Well:— " " FRONT 7'-6" 23'-0" 43'-9" 62'-0" 12" HIGH

State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— 1 BAR TO EACH

Additional area where sheer is less than standard.

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	30 -	28	6 x 3 x 3 1/2 B.A.	30 -	BKTS T + B	✓	✓	8-0
Raised Quarter Deck Bulkhead			WT. BULK STIFFENING AND					7-6
Bridge, After Bulkhead	✓	30 -	4 1/2 x 2 1/2 x 30	30 -	✓	✓	✓	
Bridge, Forward Bulkhead	38	30 -	6 1/2 x 3 1/2 x 1/2 C.	30 -	BKTS T + B	✓	✓	7-6
Forecastle Bulkhead ... SIDE HOUSES	30 -	28	3 x 3 x 30	30 -	✓	✓	✓	8-0
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...								
Exposed Machinery Casings on Superstructure Decks	35 -	32 -	3 1/4 x 2 1/4 x 30	28 -	BKTS TOP	5 x 2	18	8-3
Machinery Casings within Superstructures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships ...								

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

Poop Bulkhead	NONE <i>no openings</i>
Raised Quarter Deck Bulkhead ...	NONE
Bridge, After Bulkhead	NONE
Bridge, Forward Bulkhead	NONE <i>no openings</i>
Forecastle Bulkhead	✓ <i>Open</i>
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks	DOORS CAPABLE OF BEING MANIPULATED FROM BOTH SIDES -
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	HINGED STEEL DOORS TO B.R. AND ASH HOIST, HINGED WOOD DOORS IN AFTER END OF CASING 5' x 2, SILL 10" ON BRIDGE DECK LEADING TO E.R. HINGED STEEL DOOR ON DECK BELOW (5'-6" x 2'-0" WITH 8" SILL)
Deckhouses on Flush Deck Ships ...	✓

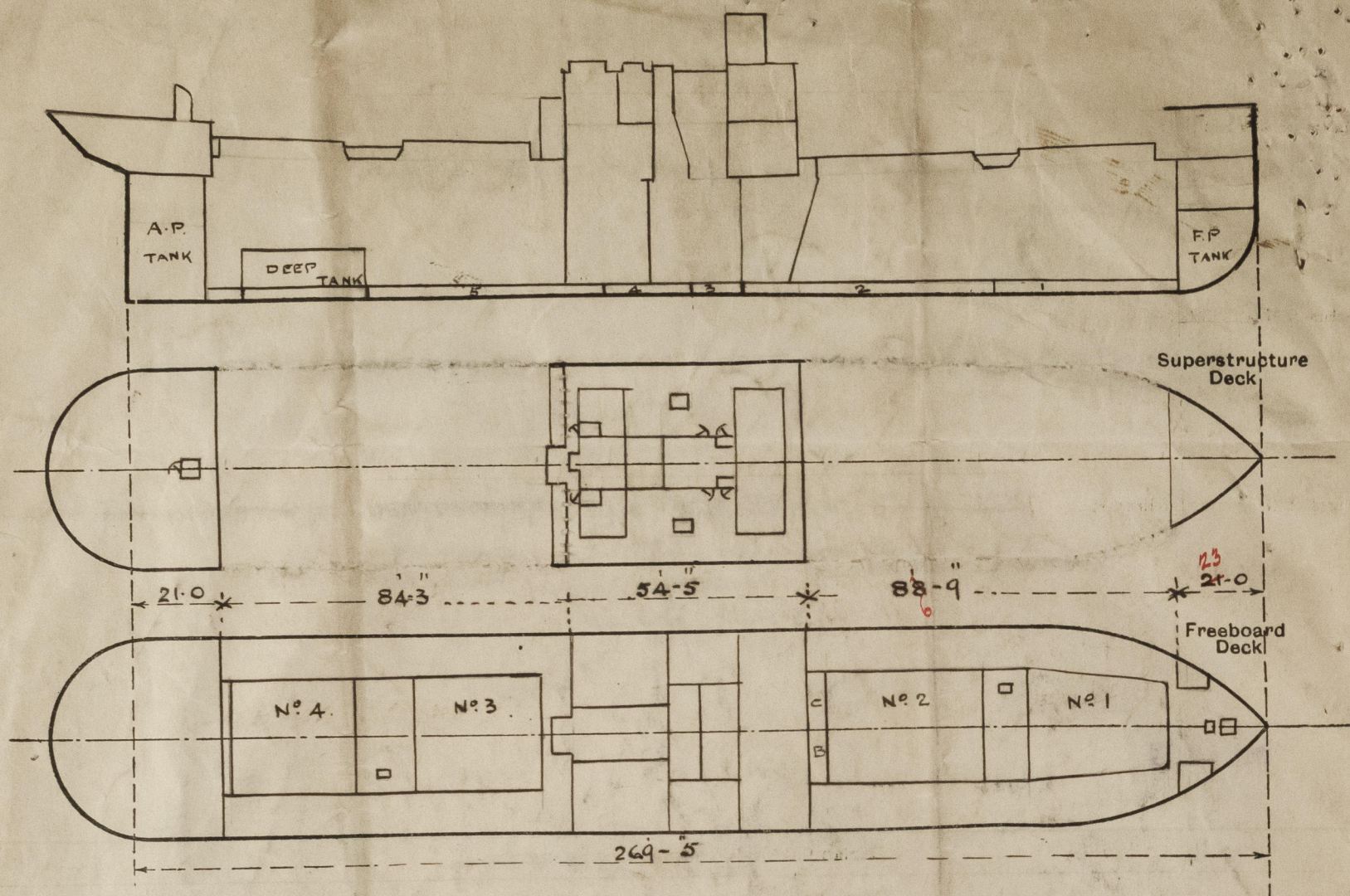


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Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:— VESSEL ENGAGED IN EUROPEAN TRADING

~~NOT DRY-DOCKED FOR EXAMINATION~~

TIMBER REQUIREMENTS

ANGLE LUGS TO DECK, 18 DIA BANDS TO BULWARK, RAIL AND EYEPLATES TO SHEER STRAKE

FITTED AS PER RULE. Nº 3 DRY TANK. Nº 4 SUB-DIVIDED.

INDEPENDENT MEANS OF STEERING PROVIDED ON POOP.

*Nº 2 & 5 tanks subdivided by wooden plating
in lumber holes*

Builder's name and yard number CHANT. NAV. FRANÇAIS (S.S. FRIMAIRE) Nº 39

Names of sister ships

Owners "ZEGLUGA POLSKA" SPOLKA AKCYJNA

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