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Rpt. C.11.

Index No. (For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

No 24683.

Computation of Freeboard for ~~Steamer~~ Sailing Ship, Tanker

having poop, bridge and forecastle.

Port of Survey Rotterdam

Date of Survey 18-17-18/7-36.

Name of Surveyor J. H. van der Meer

Particulars of Classification +100 A1  
carrying petroleum  
in bulk 180 x 202

(Type of Superstructures.)

Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build
<u>Petrakis Nomikos</u> <u>ex Apache.</u>	<u>Greek</u> <u>Piraeus</u>	<u>492</u>	<u>7020</u>	<u>1914-6.</u>
Moulded Dimensions: Length <u>425'0</u> Breadth <u>56'66</u> Depth <u>33'0"</u>				
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>15477</u> tons				
Coefficient of fineness for use with Tables <u>.802</u>				

### Depth for Freeboard (D)

Moulded depth	...	...	...	...	<u>33'0"</u>
Stringer plate	...	...	...	...	<u>0.06'</u>
Sheathing on exposed deck	$T \left( \frac{L-S}{L} \right) =$				
Depth for Freeboard (D) =	<u>33.06</u>				

### Depth correction

(a) Where D is greater than Table depth (D - Table depth) R = <u>(33.06 - 28.33) x 3 = +14.19</u>	
(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>✓</u>	
If restricted by superstructures <u>✓</u>	

### Round of Beam correction

Moulded Breadth (B)	<u>56'66</u>
Standard Round of Beam = $\frac{B \times 12}{50}$	<u>13.60</u>
Ship's Round of Beam	<u>1.125 = 13.50</u>
Difference	<u>.10</u>
Restricted to	
Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<u>= <math>\frac{.10}{4} \times .6006 = +.02.</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>100' 82.3</u>	<u>100.83</u>	<u>7.50</u>	<u>✓</u>	<u>100.83</u>
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<u>27.50</u>	<u>27.50</u>	<u>8' 00</u>	<u>✓</u>	<u>27.50</u>
" overhang aft ...	<u>0.46</u>	<u>.31</u>		<u>✓</u>	<u>.31</u>
" overhang forward					
F'cle enclosed ...	<u>41.10</u>	<u>41.10</u>	<u>7' 75</u>	<u>✓</u>	<u>41.10</u>
" overhang ...	<u>1.16</u>				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total ...	<u>169.85</u>	<u>169.74</u>			<u>169.74</u>

Standard Height of Superstructure	<u>7.5</u>
" " R.Q.D.	<u>✓</u>
Deduction for complete superstructure	<u>42</u>
Percentage covered $\frac{S}{L} =$	<u>39.96</u>
" " $\frac{S_1}{L} =$	<u>39.94</u>
" " $\frac{E}{L} =$	<u>39.94</u>
Percentage from Table, <u>Line A. Tanker</u>	<u>30.94</u>
(corrected for absence of forecastle (if required))	
Percentage from Table, Line B. <u>✓</u>	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required) <u>✓</u>	
Deduction =	<u>42 x .3094 = -12.99</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>62"</u>	<u>62.00</u>	1		<u>62.00</u>
$\frac{1}{8}$ L from A.P. ...	<u>23.36</u>	4		<u>93.44</u>	<u>26.86</u>	<u>26.86</u>	4		<u>107.44</u>
$\frac{3}{8}$ L " ...	<u>5.77</u>	2		<u>11.54</u>	<u>6.72</u>	<u>6.72</u>	2		<u>13.44</u>
Amidships ...	<u>-</u>	4		<u>-</u>	<u>-</u>	<u>-</u>	4		<u>-</u>
$\frac{3}{8}$ L from F.P. ...	<u>11.55</u>	2		<u>23.10</u>	<u>13.03</u>	<u>13.03</u>	2		<u>26.06</u>
$\frac{1}{8}$ L " ...	<u>46.73</u>	4		<u>186.92</u>	<u>52.14</u>	<u>52.14</u>	4		<u>208.56</u>
F.P. ...	<u>105.00</u>	1		<u>105.00</u>	<u>120"</u>	<u>120.00</u>	1		<u>120.00</u>
Total ...	<u>472.50</u>			<u>472.50</u>					<u>537.50</u>

Mean actual sheer aft = Even  
Mean standard sheer aft

Mean actual sheer forward = Even  
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = Tank  
" " aft of " = Tank

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{65}{18} \left( .75 - \frac{1.998}{56.02} \right) = -1.99.$

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.

### Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck =	<u>33.06</u>
Summer freeboard =	<u>6.17</u>
Moulded draught (d) =	<u>26.89</u>

### Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{4}$  inches = 6.72 = 171/4

Addition for Winter North Atlantic Freeboard (if required) = 6.72 + 4.25 = 10.97

### Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$  14817

Tons per inch immersion at summer load water line

T = 48.8

Deduction =  $\frac{\Delta}{40 T}$  inches

= 7.59

= 193/4

### TABULAR FREEBOARD corrected for Flank Deck (if required)

Correction for coefficient  $\frac{.802 + .68}{1.36} = \frac{1.482}{1.36} =$

	+	-
Depth Correction	<u>14.19</u>	<u>-</u>
Deduction for superstructures	<u>-</u>	<u>12.99</u>
Sheer correction	<u>-</u>	<u>1.99</u>
Round of Beam correction	<u>.02</u>	<u>-</u>
Correction for Thickness of Deck amidships	<u>-</u>	<u>-</u>
Other corrections, scantlings, etc.	<u>-</u>	<u>-</u>
	<u>14.21</u>	<u>14.98</u>

Summer Freeboard = 74.05 = 1881

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Water~~, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc	...	<u>364 1/4</u>	Tropical Fresh Water Freeboard	...	<u>1517</u>
Fresh Water Line	"	<u>193</u>	"	...	<u>1688</u>
Tropical Line	"	<u>171</u>	"	...	<u>1710</u>
Winter Line below	"	<u>171</u>	"	...	<u>2052</u>
Winter North Atlantic Line	"	<u>279</u>	"	...	<u>2160</u>

5m.3.32.

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RECEIVED



Petrakis Homi Ki

Particulars of fiddle, funnel and ventilator coamings:—Fiddle exposed on poopdeck, strongly constructed and in good condition. Funnel and engine room skylights in good condition. Gratings have hinged steel covers. Ventilator coamings and fiddle covers to be dealt with.

None ✓

[illegible]

Open exposed positions on freeboard, raised quarter, or superstructure decks:—

On fore deck	2	gross needs	2' x 2 1/2"	✓	bore plugs available. ✓
On forewell	4	"	2' x 2 1/2"	✓	
On afterwell	2	"	2' x 2 1/2"	✓	
On poop deck	4	"	2' x 2 1/2"	✓	
"	1	"	2' x 2 1/2"	✓	


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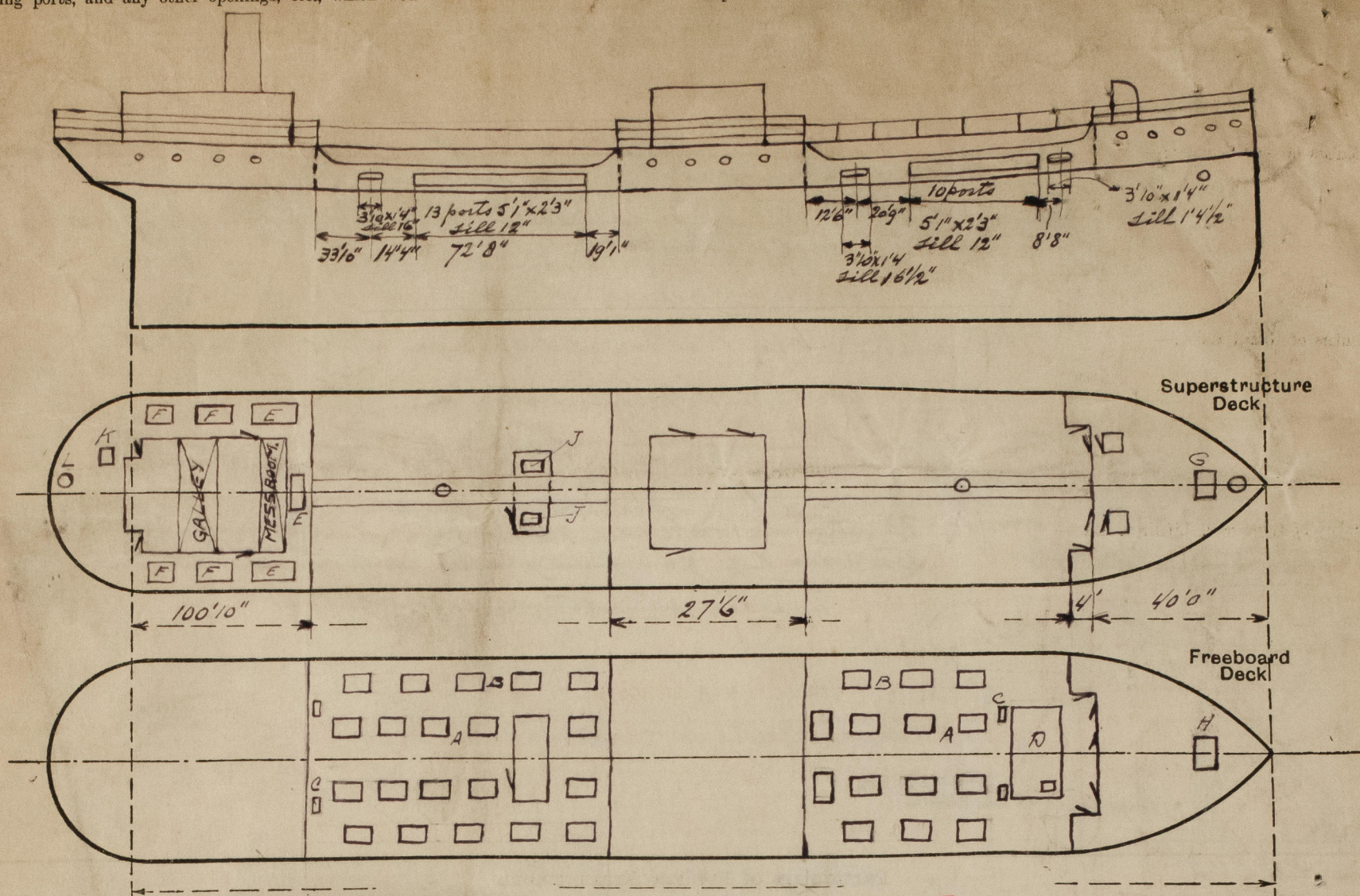
Shutles spaced  $\pm 11' 0''$  no fore and aft bracing: no  
stringer 4; gangway also supported at masts.  
For construction see sketch.

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 ... ..	.44 ✓	.44 ✓	B.A. 8½ x 2½ x .64 ✓	20" ✓	2 brackets ✓	none ✓		
Raised Quarter Deck Bulkhead ...	✓							
Bridge, After Bulkhead ... ..	nest.	.28 ✓	flanges ✓	30" ✓ ⊗	✓	24" 8" x 14" ✓	26" ✓	
Bridge, Forward Bulkhead ... ..	.44 ✓	.40 ✓	B.A. 8½ x 2½ x .64 ✓	30" ✓	2 brackets ✓	14' 7 x 2' 7" ✓	18" ✓	
Forecastle Bulkhead ... ..	.28 ✓	.36 ✓	flanges ✓	20" ✓	✓	24" 11" x 11" ✓	(14") 14" ✓	
Trunk, Aft ... ..	✓						18"	
Trunk, Forward ... ..	✓							
Exposed Machinery Casings on Free- board or Raised Quarter Decks ...	✓							
Exposed Machinery Casings on Super- structure Decks <i>flush deck</i> ...	.40 ✓	.26 ✓	4½ x 2½ x .30 ✓	33" ✓	brackets ✓	5' 0" x 2' 0" ✓	14" ✓	10" ✓
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ...								

Poop Bulkhead ... ..	✓ no openings
Raised Quarter Deck Bulkhead ... ..	✓
Bridge, After Bulkhead ... ..	2 hinges teak doors, covered by steel plate hinges door (R), bolted outside
Bridge, Forward Bulkhead ... ..	one steel hinges door, operates 1 side of cleats. ✓
Forecastle Bulkhead ... ..	2 ordinary hinges steel doors, operates from both sides ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ... ..	✓
Exposed Machinery Casings on Superstructure Decks ... ..	2 ordinary hinges steel doors, operates from both sides. ✓
Machinery Casings within Superstructure not fitted with Class I Closing Appliances ... ..	✓
Deckhouses on Flush Deck Ships ... ..	✓



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:—



- A. Main cargo tank hatches (see page 2) ✓
- B. Immersion tank " " " " ✓
- C. Cofferdam " " " " ✓
- D. Forehold hatch " " " " ✓
- State any special features in the construction of the ship:—
- E. 3 hatches oilbunkers on foredeck 2 (wing) 3'11" x 2'10 1/2" Coaming 2'6" x .50" with oiltight cover .50" fastened by 14 toggles spaced 14". Centre 5'10" x 2'9 1/2" " 2'6" x .50" with oiltight cover .50" fastened by 14 toggles spaced 14".
- F. 4 oilbunker hatches 5'11" x 2'11". Coaming 2'6" x .50" with 3" wood hatch covers & tarpaulings. Batten & wedges complete, beading 2 1/2". Coaming 1-2 1/2" x .36" hinged steel cover.
- G. Hatch on forecastle deck 2'4 1/2" x 2'4 1/2" [with 3" hatch covers and tarpaulings with ditto]
- H. Hatch to boatsman's store room in crew's space. No batten down arrangement.
- I. Strong steel skylights on foreprom casing, to one of them an escape ladder is fitted.
- J. Hatch leading to afterpeak tank cover 2'10" x 2'5" Coaming 6" with 3" wood cover and tarpaulings [with ditto]
- K. Hatch 2'8" to provisions stores. Coaming 8" x .40 with 3" wood cover and tarpaulings. [with ditto]
- The particulars as assigned by Norske Veritas 12-4-34 for freeboard are:
- | Season                | Location  | Height   | Free water allowance |
|-----------------------|---|----------|----------------------|
| Summer                | freeboard amidships from centre of keel to top of steel deck line | 6'1 3/4" |                      |
| Tropical fresh water  | above centre of keel  | 14 1/4"  |                      |
| Tropical              | " " " "   | 7 1/2"   | 5-6 1/4"             |
| Winter                | below " " " "   | 6 3/4"   | 6-8 3/4"             |
| Winter North Atlantic | " " " "   | 11"      | 7-0 3/4"             |

Builder's name and yard number Sir J. Laing & Sons 647

Names of sister ships

Owners Petros M. Nomikos Ltd.

Fee £216.00 : Will be Received by me J. H. Nomikos

Surveyor should state number & nature of closing all hatches on forecastle bld.



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