

# LLOYD'S REGISTER OF SHIPPING

## SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

SPLIT RPT. N° 2390 F

Received .....

Index No. ....

Govt. Copy .....

Owners C11 .....

Ship's Name <b>WIENIAWSKI</b>	Official Number	Nationality and Port of Registry <b>POLISH</b> <b>GDYNIA</b>	Gross Tonnage <b>7100</b> (APPROX) <b>7099.09</b>	Date of Build <b>1962</b>	Port of Survey <b>SPLIT</b>
Moulded Dimensions: Length <b>140.00 M</b> Breadth <b>18.80 M</b> Depth <b>9.292 M.</b> Freeboard Length <b>140.00 M (TO CENTRE OF RUDDER STOCK)</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>15,008 CUBIC METRES tons</b> (excluding housing) Coefficient of fineness for use with Tables <b>0.722</b>					Date of Survey <b>WHILST BUILDING</b> Surveyor's Signature <b>James G. Lambie</b> Particulars of Classification <b>* 100 A1</b> <b>(CONTEMPLATED)</b>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <b>9.292</b> Stringer plate ... <b>11mm</b> ... .. <b>.011</b> Wood Sheathing on exposed deck <b>NONE</b> $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>9.303</b>	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>8.33(9.333-9.303)30 = -7mm</b> If restricted by superstructures <b>no.</b>	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) <b>18.80</b> Standard Round of Beam = $\frac{B \times 2}{50} =$ <b>376</b> Ship's Round of Beam <b>NONE</b> = <b>-</b> Difference <b>376</b> Restricted to Correction = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{376}{4} \times (1 - .9952) = 1114$
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## DEDUCTION FOR SUPERSTRUCTURES.

SEE ALSO  
SKETCH OVER

	Mean Covered Length (S) METRES	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ... ..	31.43	31.43			31.43
" overhang ... ..	0.20	.10			.10
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed ... ..	107.05	107.05	2.701		107.05
" overhang aft ... ..	0.08	.06			.06
" overhang forward ... ..					
Fore enclosed ... ..					
" overhang ... ..					
Tank aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..		Diff. .50			
" forward ... ..	1.24	.68			.68
Total ... ..	140.00	139.32			139.32

Standard Height of Superstructure **2290**

" " R.Q.D. **-**

Deduction for complete superstructure **1067**

Percentage covered  $\frac{S}{L} =$  **100**

" "  $\frac{S_1}{L} =$  **99.52**

" "  $\frac{E}{L} =$  **99.41**

Percentage from Table, Line A. **99.41**  
 (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 = **1067 x .9941 = -1061**

## SHEER CORRECTION.

Actual Height of Tween Deck **2.701**  
 Standard **2.290**  
**411**

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..	1420	1	1420	1390	1801	1	1801
$\frac{1}{4}$ L from A.P. ... ..	631	4	2524	725	801	4	3204
$\frac{3}{8}$ L ... ..	158	2	316	260	198	2	396
Amidships ... ..	0	4	0	0	0	4	0
$\frac{3}{8}$ L from F.P. ... ..	316	2	632	300	327	2	654
$\frac{1}{4}$ L " ... ..	1262	4	5048	1180	1322	4	5288
F.P. ... ..	2840	1	2840	2560	2971	1	2971
Total ... ..			12780	+411			14314

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{1534}{18} (.75 - .50) = -2114$

If limited on account of midship superstructure.

Mean actual sheer aft =

Mean standard sheer aft =

Mean actual sheer forward =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =

" " aft of " =

**4.55 / 1.0.**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **9.303**

Summer freeboard = **1.267**

Moulded draught (d) = **8.036**

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard =  $\frac{d}{4}$  inches = **167**

Addition for Winter North Atlantic Freeboard (if required) = **Not Required**

## SEE OVER

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$  **15638**

Tons per inch immersion at summer load water line

$T =$  **55.8**

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

$=$  **7.01**

**= 173 mm**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.722 + .62}{1.36} = \frac{1.402}{1.36}$

Depth Correction ... ..

Deduction for superstructures ... ..

Sheer correction ... ..

Round of Beam correction ... ..

Correction for Thickness of Deck amidships ... ..

Other corrections, scantlings, etc. ... ..

	+	-
Depth Correction	-	7
Deduction for superstructures	-	1061
Sheer correction	-	21
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	-	1089

Summer Freeboard = **1267**

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

Tropical Fresh Water Line above Centre of Disc ... **345**

Fresh Water Line " " ... **173**

Tropical Line " " ... **167**

Winter Line below " " ... **167**

Winter North Atlantic Line " " **Not Required**

Tropical Fresh Water Freeboard ... **1267**

Fresh Water " " ... **922**

Tropical " " ... **1089**

Winter " " ... **1100**

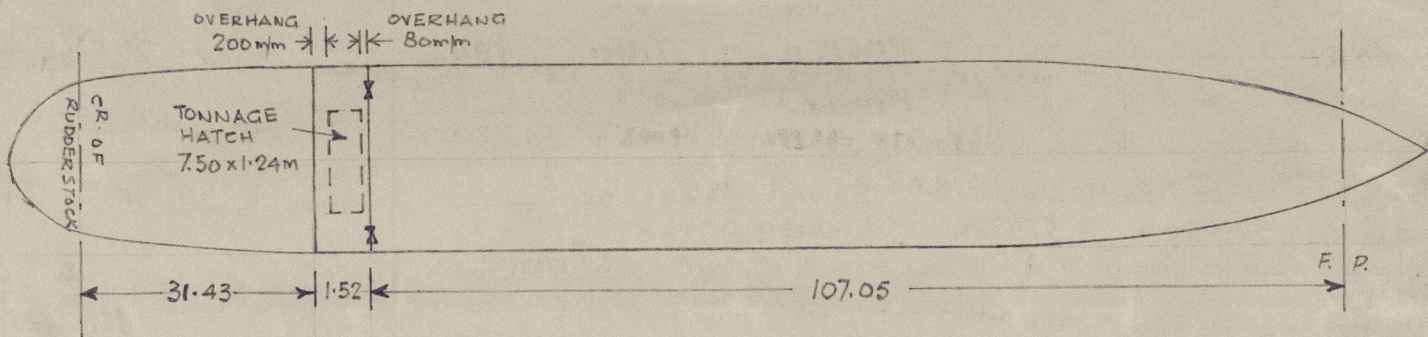
Winter North Atlantic " " **Not Required**



*Winiowski*

O.S.D.

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.



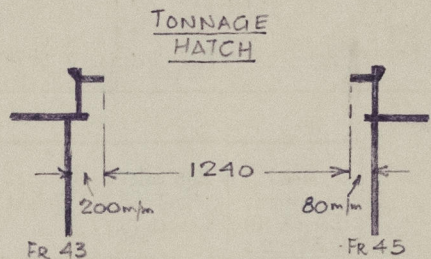
BREADTH OF SHELTER DECK AT C.B. OF TONNAGE HATCH 18.61 METRES.

NO SHEER ON FREEBOARD DECK.

TONNAGE WELL AFT BHD. - NO OPENINGS

" " For " - PORTABLE PLATES WITH HOOK BOLTS.

DRAUGHT M.	DISPLACEMENT (FULL) 1 TON = 1016 KG	TONS PER INCH
9.50	18880	58.2
9.20	18110	57.7
8.90	17510	57.2
8.60	16835	56.7
8.30	16170	56.2
8.00	15510	55.7
7.70	14855	55.2



$$\begin{aligned} & \frac{58}{300} \times 660 = \frac{128}{15510} \\ & \frac{28}{300} \times 5 = \frac{0.97}{55.70} \\ & = 55.80 \end{aligned}$$

$$\begin{aligned} & \frac{55}{22} = 2.5 \\ & \frac{2.5}{1.6} = 1.56 \\ & \frac{1.56}{1.776} = 0.875 \end{aligned}$$

Trade of ship INTERNATIONAL CARGO

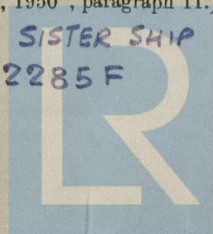
Names of sister ships 'SZYMANOWSKI' SPLIT YARD N° 168  
'NOWOWIEJSKI' " " " 171

Builder's name and yard number BRODOGRADILISTE 'SPLIT' N° 176

Owners POLISH OCEAN LINES, GDYNIA.

TO BE CHARGED  
Fee £ WITH FIRST ENTRY

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950", paragraph 11.)  
PLANS FORWARDED WITH CII COMP FOR THE SISTER SHIP  
'SZYMANOWSKI', YARD N° 168, SPLIT RPT. N° 2285 F



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