

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
 Index No.
 Govt. Copy
 Owners C11

Ship's Name "WYSPJANSKI"	Official Number 1924	Nationality and Port of Registry Polish Gdynia	Gross Tonnage 7	Date of Build 1962	Port of Survey Rijeka
Moulded Dimensions: Length 135.429 m Breadth 19.0 m Depth 11.262 m Freeboard Length 135.429 m to Cr. of Rudder stock Moulded displacement at moulded draught = 85 per cent. of moulded depth 17.235 m (excluding bossing) Coefficient of fineness for use with Tables .700					Date of Survey During construction
Surveyor's Signature <i>[Signature]</i>					Particulars of Classification +100A1
					Class contemplated

DEPTH FOR FREEBOARD (D). Moulded depth ... 11.262 m Stringer plate 25 mm ... 0.25 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 11.287 m	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = $8.33(11.287-9.028)30 = +564 \mu m$ (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} = \frac{19.0 \times 12}{50} = 45.6 \mu m$ Ship's Round of Beam (EQUIV) = 380 mm Difference DIFF = 322 Restricted to Correction = $\frac{Diff}{4} \times \left(1 - \frac{S}{L} \right) = \frac{322}{4} \times \left(1 - \frac{0.25}{11.287} \right) = 75.5 \mu m$
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DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Effective Length (E)
Poop enclosed ...				
" overhang ...				
R.Q.D. enclosed ...				
" overhang ...				
Bridge enclosed ...				
" overhang aft ...				
" overhang forward ...				
F'cle enclosed (EQUIV) ...	25.579	25.579		25.579
" overhang See sketch ...			2829	
Trunk aft ...				
" forward ...				
Tonnage opening aft ...				
" forward ...				
Total ...	25.579	25.579		25.579

Standard Height of Superstructure **2290**
 " " R.Q.D.
 Deduction for complete superstructure **1067**
 Percentage covered $\frac{S}{L} =$
 " " $\frac{S_1}{L} =$ **18.89**
 " " $\frac{E}{L} =$
 Percentage from Table, Line A. **9.45**
 (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 .0945 = 101 μm**

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	1382	1	1382	1671	1671	1	1671
1/4 L from A.P. ...	614	4	2456	692	692	4	2768
2/4 L " ...	154	2	308	187	187	2	374
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	307	2	614	321	321	2	642
1/4 L " ...	1228	4	4912	1373	1373	4	5492
F.P. ...	2764	1	2764	3152	3152	1	3152
Total ...			12436				14099

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 " =
 Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{2L} \right) = \frac{1663(.75-.0945)}{18} = +61 \mu m$ LIMITED NIL.
 If limited on account of midship superstructure. YES. NIL. If limited to maximum allowance of 1 1/2 ins. per 100ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 11.287 Summer freeboard = 2.674 Moulded draught (d) = 8.613 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{48} = 179 \mu m$ Addition for Winter North Atlantic Freeboard (if required) = NOT REQUIRED.	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 15678$ M.Tons per inch immersion at summer load water line $T = 21.17$ Deduction = $\frac{\Delta}{40 T} = 185 \mu m$ P.T.O.	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.70 + .68}{1.36} = 1.38$ Depth Correction ... 564 Deduction for superstructures ... 101 Sheer correction ... Round of Beam correction ... 12 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... 576 101 + 475 Summer Freeboard = 2674
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood (Steel, Deck):-

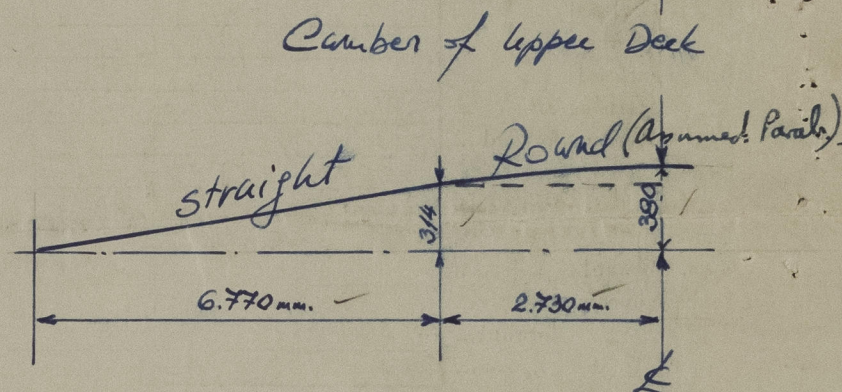
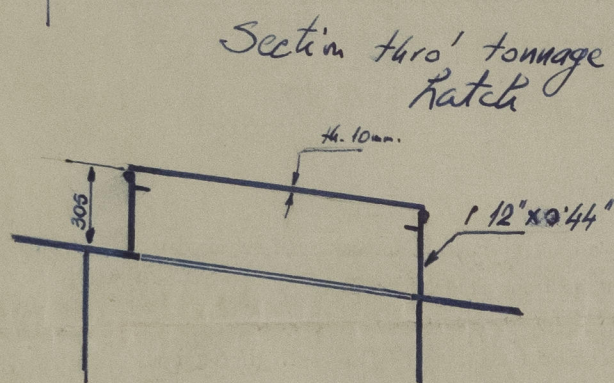
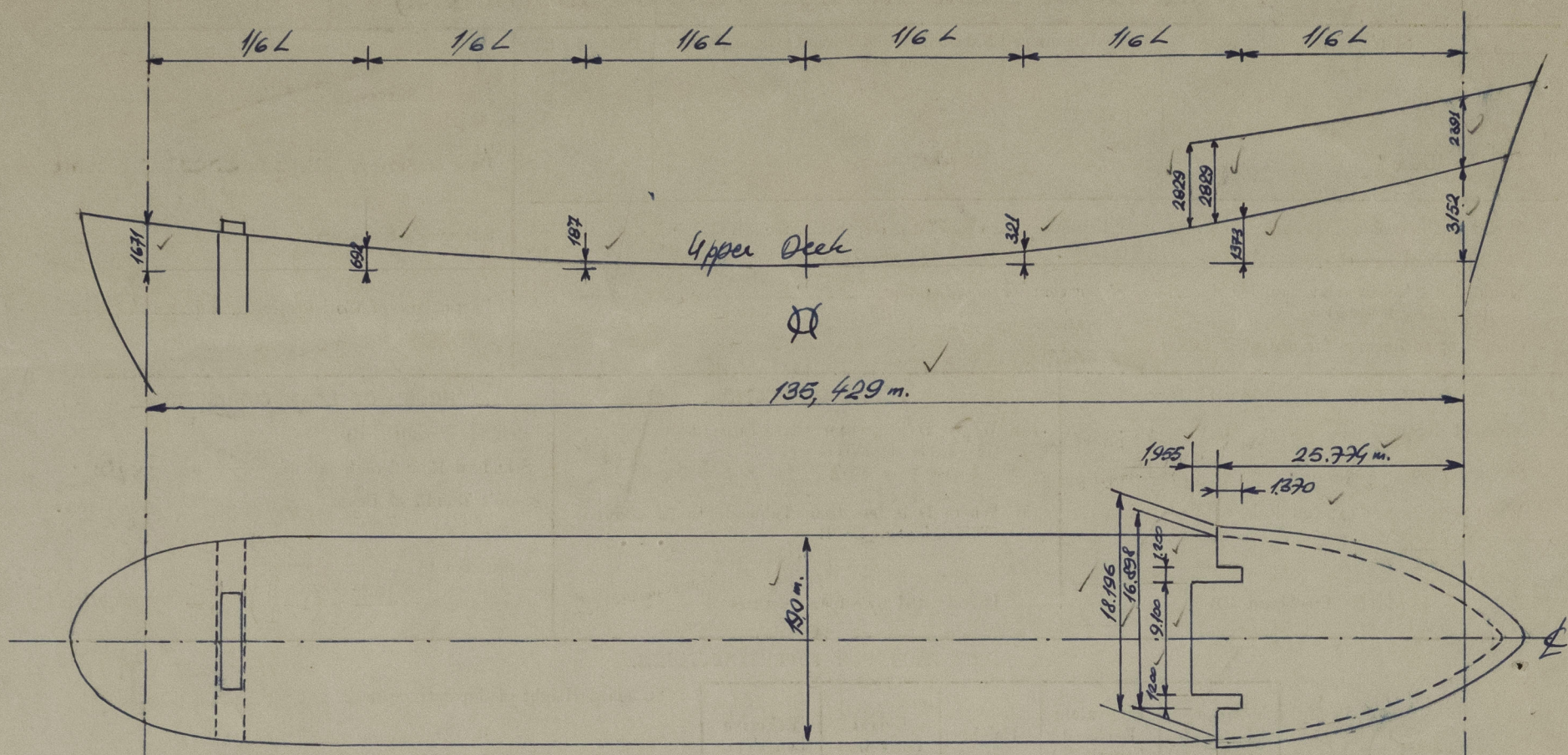
Tropical Fresh Water Line above Centre of Disc	...	36.4
Fresh Water Line	"	18.5
Tropical Line	"	17.9
Winter Line	below	17.9
Winter North Atlantic Line	"	NOT REQUIRED

Tropical Fresh Water Freeboard	2674
Fresh Water	231.0
Tropical	248.9
Winter	242.5
Winter North Atlantic	285.3
	NOT REQUIRED

29 MAY 1962

Wypianski C.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.



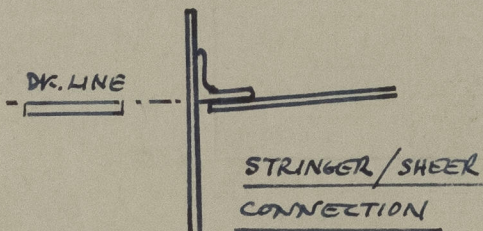
Moulded Draught	Full Displ. Salt water	Met. tons/cm.
7,0	12355 ✓	19,95 ✓
7,5	13363 ✓	20,34 ✓
8,0	14391 ✓	20,72 ✓
8,5	15439 ✓	21,09 ✓
9,0	16507 ✓	21,45 ✓
9,5	17595 ✓	21,80 ✓
10,0	18703 ✓	22,14 ✓

EQUIV. F.C.'S'LE.

$$= 25,774 - \frac{2 \times 1370 \times 1200}{16890}$$

$$= 25,774 - 195$$

$$= 25,579 \text{ Z.}$$



EQUIV. CAMBER.

$$\text{AREA UNDER CURVE} = \frac{314}{2} \times \frac{314}{2} = 314 \times 314 = 98756$$

$$\frac{6770 \times 314}{2} = 1062890$$

$$\frac{2040230}{2} = 1020115$$

$$\therefore \text{EQUIV CAMBER} = \frac{2040230 \times 3}{2 \times 9500} = 322 \text{ mm.}$$

Trade of ship International

Names of sister ships m.v. "JOZEF CONRAD" and m.v. "KOCHANOWSKI"

Builder's name and yard number Brodogradiliste "3. Maj" - Rijeka Yugoslavia, Yard No. 482.

Owners Polish Ocean Line

Fee £ : :

List of plans forwarded for reference. (See "Instructions to Surveyors, Part 4, 1950", paragraph 11.)

Midship Section
Longitudinal Section
Decks & Double Bottom.



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