

1966 LOAD LINE CONVENTION

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR ~~STEAMER~~ ^{TYPE A SHIP} ~~SAILING SHIP~~, TANKER)

For LONDON OFFICE ONLY

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Ship's Name 'FEDOR POLETAEV'	Official Number —	Nationality and Port of Registry RUSSIAN ODESSA	Gross Tonnage 31294.26	Date of Build 3/1964	Port of Survey LONDON H.O.
Moulded Dimensions: Length 31.070 Breadth 15.527 Depth (.850 - 13.198)					Date of Survey 11/5 - 1966
Freeboard Length 215.233 M (70% OF RUDDER STOCK)					Surveyor's Signature <i>Eddy Grindner</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 72324 M. tons					Particulars of Classification +100 A1 OIL TANKER '100' CLASS 3'
Coefficient of fineness for use with Tables .801					

DEPTH FOR FREEBOARD (D).		15 = 14.349 DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	15.527	(a) Where D is greater than Table depth (D - Table depth) R =	(15.561 - 14.349) 250 = +303 4/4	Moulded Breadth (B)	
Stringer plate 33.5034	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$ =	
Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam =	
Depth for Freeboard (D) =	15.561			Difference	
				Restricted to	
				Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right)$ =	

DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Effective Length (E)
Poop enclosed <i>EQUIV.</i>	46.636		2570/3210	46.636
" overhang				
R.Q.D. enclosed				
" overhang				
Bridge enclosed <i>EQUIV.</i>	15.130		3000	14.832
" overhang aft				
" overhang forward				
Fore enclosed <i>EQUIV.</i>	26.628		2717/4258	26.628
" overhang				
Trunk aft				
" forward				
Tonnage opening aft				
" " forward				
Total	90.394			90.096

Standard Height of Superstructure **2.300 M**
 " " R.Q.D. —
 Deduction for complete superstructure **1070 M/M**
 Percentage covered $\frac{S}{L} = \frac{42.00}{100} = 42.00$
 " " $\frac{S_1}{L} = \frac{41.86}{100} = 41.86$
 " " $\frac{E}{L} = \frac{32.86}{100} = 32.86$
 Percentage from Table, Line A, TYPE A **32.86**
 (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 = **1070 x .3286 = -352 M/M**

SHEER CORRECTION.							
Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	M	Product
A.P.	2044	1	2044	518	518	1	518
1/4 L from A.P. ...	907	3/4	2721	78	78	3/4	234
1/2 L "	229	3/2	687	0	0	3/2	0
Amidships	0	2	0	0	0	2	0
3/4 L from F.P. ...	458	3/4	1394	0	0	3/4	0
3/8 L "	1815	3/4	5445	115	115	3/4	345
F.P.	4087	1	4087	832	832	1	832
Total			16358				1929

Correction = $\frac{\text{Difference between sums of products}}{16} \left(.75 - \frac{S}{2L} \right) = \frac{(16358 - 1929)}{16} \left(.75 - \frac{2100}{2100} \right) = +405 \text{ M/M}$
 If limited on account of midship superstructure.

ALLOWANCE FOR EXCESSIVE HEIGHT
 POOP: $\frac{3210 - 2300}{3} \times \frac{46.636}{215.233} = 66 \text{ M/M}$
 Def. Fore: $\frac{4258 - 2301}{3} \times \frac{26.628}{215.233} = 87 \text{ M/M}$
 153 M/M

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 15.561 Summer freeboard = 3.352 Moulded draught (d) = 12.209 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = 254 M/M Winter freeboard = $\frac{d}{48}$ inches = 254 M/M Addition for Winter North Atlantic Freeboard (if required) = INAPPLICABLE	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 66710$ Tons per inch immersion at summer load water line $T = 59.15$ Deduction = $\frac{\Delta}{40 T}$ inches = 282 M/M	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient .801 + .68 = 1.481 / 1.36 <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>303</td> <td>—</td> </tr> <tr> <td>Deduction for superstructures</td> <td>—</td> <td>352</td> </tr> <tr> <td>Sheer correction</td> <td>405</td> <td>—</td> </tr> <tr> <td>Round of Beam correction</td> <td>—</td> <td>—</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td>—</td> <td>—</td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>—</td> <td>—</td> </tr> <tr> <td></td> <td>708</td> <td>352</td> </tr> </table> Summer Freeboard = 3352 M/M		+	-	Depth Correction	303	—	Deduction for superstructures	—	352	Sheer correction	405	—	Round of Beam correction	—	—	Correction for Thickness of Deck amidships	—	—	Other corrections, scantlings, etc.	—	—		708	352
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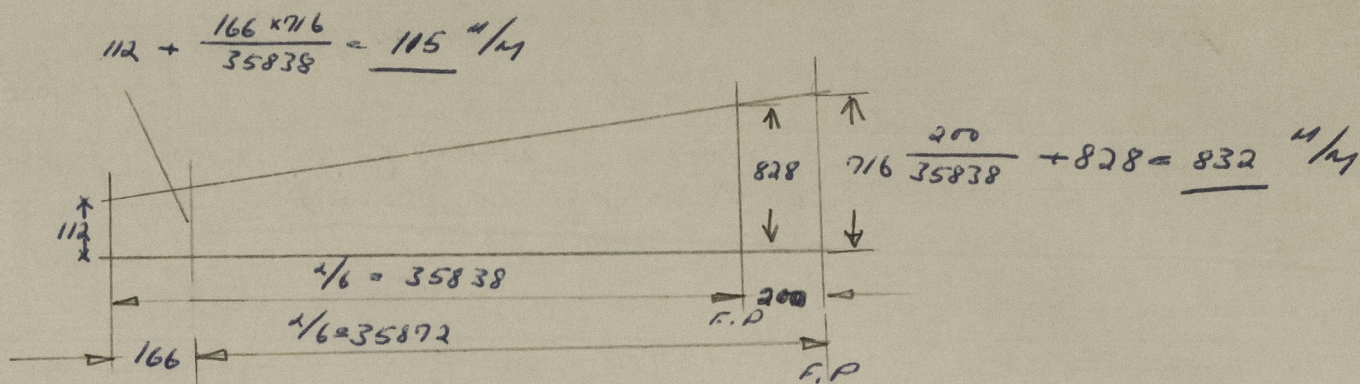
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	536 M/M
Fresh Water Line	282 M/M
Tropical Line	254 M/M
Winter Line below	254 M/M
Winter North Atlantic Line	INAPPLICABLE

Tropical Fresh Water Freeboard	2816 M/M
Fresh Water	3070 M/M
Tropical	3098 M/M
Winter	3008 M/M
Winter North Atlantic	INAPPLICABLE

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.

SHEER:

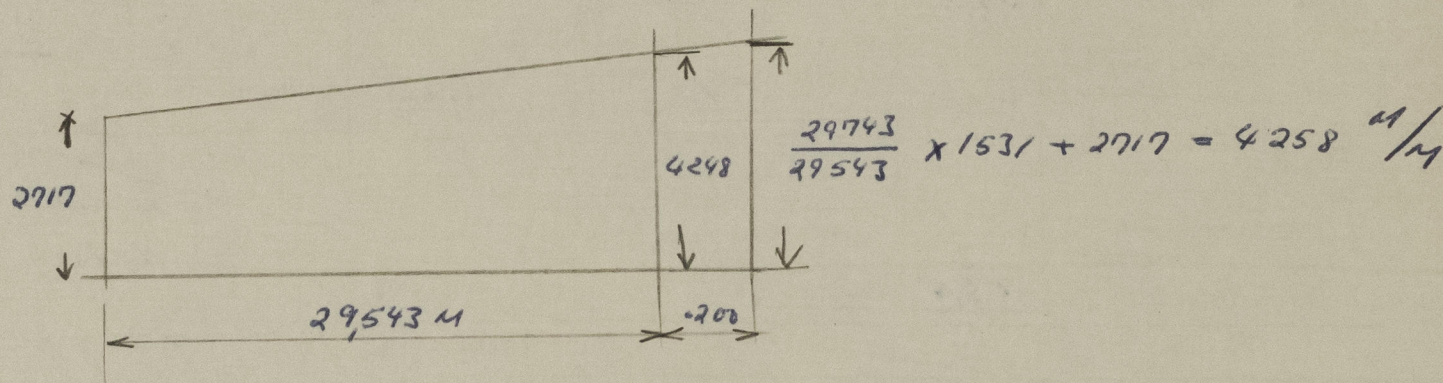


FREEBOARD LENGTH:

$$L_{pp} \text{ at } .850 = 215.033 + .207 = 215.233 \text{ M}$$

$$\text{Length of W.L. at } .850 = 215.233 + 7.000 = 222.233 \text{ M} \quad (.962 = 213 \text{ M} < 215.233)$$

FORECASTLE:



Bow height:

$$\begin{array}{rcl}
 \text{Reg'd} & - & 20.7 \text{ feet} \\
 \text{actual} & - & 3352 \text{ M} \\
 & & 832 \text{ " } \\
 & & 4258 \text{ " } \\
 \hline
 & & 8442 \text{ M} \approx 27.6 \text{ feet}
 \end{array}$$

Trade of Ship.....

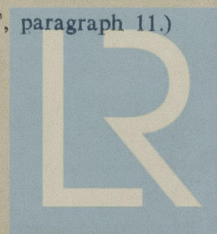
Names of sister ships.....

Builder's name and yard number.....

Owners.....

Fee £.....

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



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