

ALL DIMENSIONS IN MILLIMETRES.

Rpt. C.11 (Comp.)

RUSSIAN AUTHORITIES REQUEST ASSIGNMENT OF FREEBOARD IN MILLIMETRES.

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received

Index No.

Govt. Copy

Owners C11

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
FEDOR POLETAEV	/	RUSSIAN. ODESSA.	3129426	3/1964.

Port of Survey GENOA - SESTRI.Date of Survey DURING CONSTRUCTION.Surveyor's Signature E. A. inter.Particulars of Classification +100A1 OIL TANKER.
"ICE CLASS 3"

Moulded Dimensions: Length 215.033 Breadth 31.000 Depth 15.527

Freeboard Length 215.033 To CENTRE OF RUDDER STOCK.

Moulded displacement at moulded draught = 85 per cent. of moulded depth 72324 M. tons
(excluding bossing)

Coefficient of fineness for use with Tables .802

DEPTH FOR FREEBOARD (D).

Moulded depth 15.527

Stringer plate 33.5mm. 34

Wood Sheathing on exposed deck
 $T \left(\frac{L-S}{L} \right) = \text{---}$

Depth for Freeboard (D) = 15.561

DEPTH CORRECTION.

(a) Where D is greater than Table depth
(D-Table depth) R =
8.33(15.561-14.336)30 = +306 mm.

(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) 31.000.

Standard Round of Beam = $\frac{B \times 18}{50} = \frac{620}{50} = \underline{620}$

Ship's Round of Beam = 635.

Difference 15

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{15^2}{4} \times .5817 = -2 \text{ mm.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <u>SEE SKETCH EQUIV.</u>	<u>46.636</u>	<u>46.636</u>	<u>2570/3210 AT A.P.</u>		<u>46.636</u>
" overhang	<u>NIL.</u>				
R.Q.D. enclosed	<u>-</u>				
" overhang	<u>-</u>				
Bridge enclosed <u>SEE SKETCH EQUIV.</u>	<u>14.832</u>	<u>14.832</u>	<u>3000.</u>		<u>14.832</u>
" overhang aft	<u>NIL</u>				
" overhang forward	<u>NIL</u>		<u>2717/4248 AT F.P.</u>		
F'cle enclosed <u>SEE SKETCH EQUIV.</u>	<u>28.428</u>	<u>28.428</u>			<u>28.428</u>
" overhang <u>EQUIV.</u>	<u>.098</u>	<u>.049</u>			<u>.049</u>
Trunk aft	<u>-</u>				
" forward	<u>-</u>				
Tonnage opening aft	<u>-</u>				
" " forward	<u>-</u>				
Total	<u>89.994</u>	<u>89.945</u>			<u>89.945</u>

Standard Height of Superstructure 2.290" " R.Q.D. -Deduction for complete superstructure 1.067Percentage covered $\frac{S}{L} = \frac{41.85}{100} = \underline{41.85}$

" " $\frac{S_1}{L} = \frac{41.83}{100} = \underline{41.83}$

" " $\frac{E}{L} = \frac{32.83}{100} = \underline{32.83}$

Percentage from Table, Line A. TANKER = 32.83
(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 = .3283 x 1067 = 350 mm.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	<u>2045</u>	<u>1</u>		<u>2045</u>	<u>518</u>	<u>518</u>	<u>1</u>		<u>518</u>
$\frac{1}{4}L$ from A.P.	<u>909</u>	<u>4</u>		<u>3636</u>	<u>78.</u>	<u>78</u>	<u>4</u>		<u>312</u>
$\frac{2}{8}L$ "	<u>227</u>	<u>2</u>		<u>454</u>	<u>0</u>	<u>0</u>	<u>2</u>		<u>0</u>
Amidships	<u>0</u>	<u>4</u>		<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>		<u>0</u>
$\frac{2}{8}L$ from F.P.	<u>454</u>	<u>2</u>		<u>908</u>	<u>0</u>	<u>0</u>	<u>2</u>		<u>0</u>
$\frac{1}{4}L$ "	<u>1817</u>	<u>4</u>		<u>7268</u>	<u>112.</u>	<u>112</u>	<u>4</u>		<u>448</u>
F.P.	<u>4090</u>	<u>1</u>		<u>4090</u>	<u>828.</u>	<u>828</u>	<u>1</u>		<u>828</u>
Total				<u>18,401</u>					<u>2,106</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{(16,295 - 146)(.75 - .2093)}{18} = +410 \text{ mm.}$

If limited on account of midship superstructure. -

Mean actual sheer aft

Mean standard sheer aft =

Mean actual sheer forward

Mean standard sheer forward =

DEFICIENT

Length of enclosed superstructure forward of amidships =

" " aft of " =

TANKER.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 15.561

Summer freeboard = 3.773

Moulded draught (d) = 11.788

Keel allowance 38.

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48} \text{ inches} = \underline{246 \text{ mm.}}$ Addition for Winter North Atlantic Freeboard (if required) = 246 + 179 = 425 mm.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 64,226 \text{ M. TONS}$

M Tons per 525 immersion at summer load water line

T = 58.92

Deduction = $\frac{\Delta}{40 T} \text{ inches} = \underline{273 \text{ mm.}}$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

1.482

1.36

Depth Correction

Deduction for superstructures

Sheer correction

Round of Beam correction

Correction for Thickness of Deck amidships

Other corrections, scantlings, etc.

+	-
<u>306</u>	<u>-</u>
<u>-</u>	<u>350</u>
<u>410</u>	<u>-</u>
<u>-</u>	<u>2</u>
<u>-</u>	<u>-</u>
<u>716</u>	<u>352</u>

Summer Freeboard = 3773SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, UPPER

Tropical Fresh Water Line above Centre of Disc	...	519 mm.
Fresh Water Line	"	273 mm.
Tropical Line	"	246 mm.
Winter Line below	"	246 mm.
Winter North Atlantic Line	"	425 mm.

Tropical Fresh Water Freeboard	...	3773 mm.
Fresh Water	"	3254 mm.
Tropical	"	3500 mm.
Winter	"	3527 mm.
Winter North Atlantic	"	4019 mm.
	"	4198 mm.

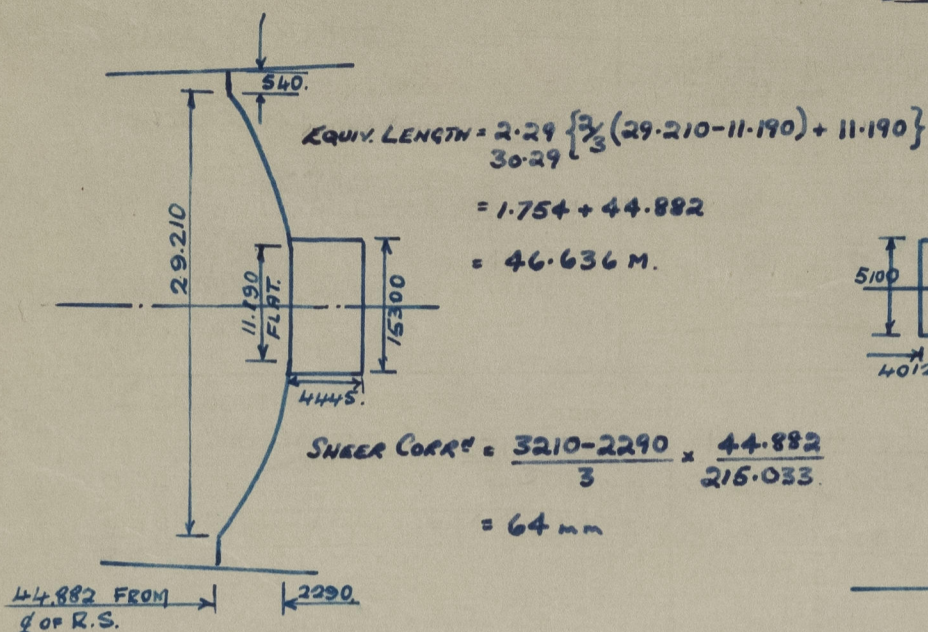
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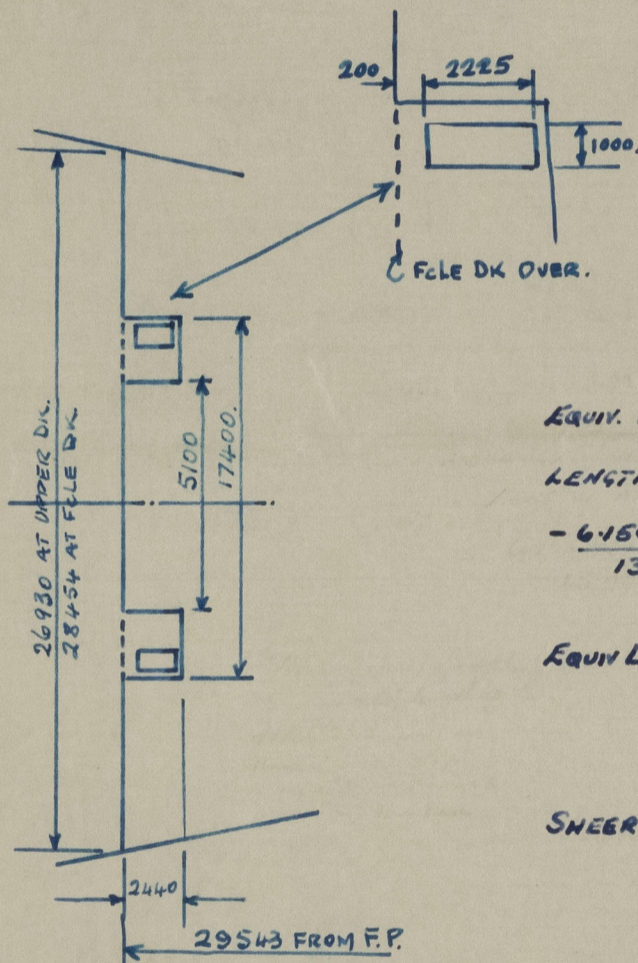
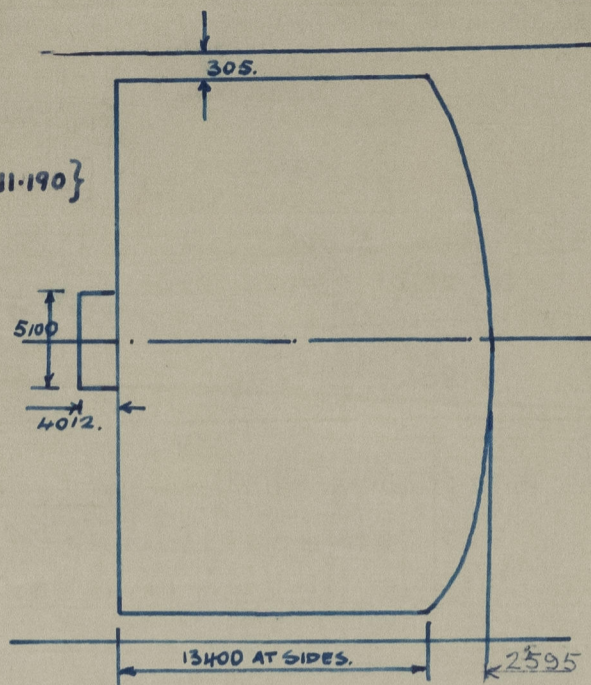
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.

POOP FRONT. :- CLASS I CLOSING APPLIANCES.

NB: THESE DOORS LEAD ONLY INTO FOAM AND COIL ROOMS. OTHERWISE BMD IS INTACT.



BRIDGE. - AFT BMD. CLASS II. FWD BMD. CLASS I.



FCL FRONT. :- CLASS I CLOSING APPLIANCES.

	MLD/DR.	M.TONS.	M.TONS/CM.
Δ. S.L.W.	11.787.	64.220.	58.92.
Δ S.L.W.+75MM.		64.662.	58.96.
Δ SLW-75MM.		63.778.	58.87.

Trade of ship **INTERNATIONAL - TANKER.**

Names of sister ships **"LEONARDO DA VINCI." ANSALDO S.P.A. GENOA - SESTRI. YARD No 1593.**

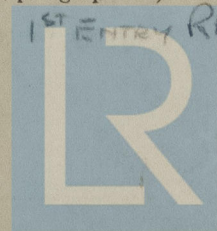
Builder's name and yard number **ANSALDO S.P.A. GENOA - SESTRI. YARD No 1594.**

Owners **BLACK SEA STATE STEAMSHIP LINES.**

Fee £

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

NONE. PLANS ARE AT PRESENT BEING FORWARDED WITH 1ST ENTRY RPT. FOR YARD No 1593



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