

50881  
Fedor Polevnev

Rpt. C.11 (Comp.)

Genoa Rpt. no

29361

# LLOYD'S REGISTER OF SHIPPING SURVEYS FOR FREEBOARD (COMPUTATION FOR ~~STEAMER~~, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received .....

Index No. ....

Govt. Copy .....

Owners C11 .....

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
GIUSEPPE VERDI.	260.	RUSSIAN. ODESSA.		12/1964

Port of Survey GENOA.

Date of Survey DURING CONSTRUCTION.

Surveyor's Signature E. Winter

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 Mtons  
(excluding bossing)  
Coefficient of fineness for use with Tables .802

## DEPTH FOR FREEBOARD (D).

Moulded depth ... .. 15.527  
Stringer plate 33.5 ... .. .034  
Wood Sheathing on exposed deck  
 $T \left( \frac{L-S}{L} \right) =$   
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 7/8  
(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 =  $\frac{B^2}{50} = \frac{670}{50} = 13.4$   
Ship's Round of Beam = 635.  
Difference 15  
Restricted to  
Correction =  $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{15^2}{4} \times .5817 = -2 7/8$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <u>SEE SKETCH</u>	<u>46.636</u>	<u>46.636</u>	<u>2570/3210</u> AP		<u>46.636</u>
" overhang ... ..	<u>NIL.</u>				
R.Q.D. enclosed ... ..	<u>-</u>				
" overhang ... ..	<u>-</u>				
Bridge enclosed <u>SEE SKETCH</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>				
F'cle enclosed <u>SEE SKETCH</u>	<u>28.428</u>	<u>28.428</u>	<u>2717/4248</u> T.F.P.		<u>28.428</u>
" overhang ... ..	<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 m.

" " R.Q.D. -

Deduction for complete superstructure 1067 7/8

Percentage covered  $\frac{S}{L} = \frac{41.85}{L}$

" "  $\frac{S_1}{L} = \frac{41.83}{L}$   
" "  $\frac{E}{L} = \frac{41.83}{L}$

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 7/8

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<u>2045</u>	1		<u>2045</u>	<u>518.</u>	<u>518</u>	1		<u>518</u>
$\frac{1}{2}$ L from A.P. ... ..	<u>909</u>	4		<u>3636</u>	<u>78</u>	<u>78</u>	4		<u>312</u>
$\frac{2}{3}$ L " ... ..	<u>227</u>	2		<u>454</u>	<u>0</u>	<u>0</u>	2		<u>0</u>
Amidships ... ..	<u>0</u>	4		<u>0</u>	<u>0</u>	<u>0</u>	4		<u>0</u>
$\frac{2}{3}$ L from F.P. ... ..	<u>454</u>	2		<u>908</u>	<u>0</u>	<u>0</u>	2		<u>0</u>
$\frac{1}{2}$ L " ... ..	<u>1817</u>	4		<u>7268</u>	<u>112.</u>	<u>112</u>	4		<u>448</u>
F.P. ... ..	<u>4090</u>	1		<u>4090</u>	<u>828.</u>	<u>828</u>	1		<u>828</u>
Total ... ..				<u>18401</u>					<u>2106</u>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \left( \frac{16295}{18} - 146 \right) \times (.75 - .2093) = + 410 7/8$   
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 " =

## 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  
38 7/8 Keel allowance =  
Extreme draught =  
Deduction for Tropical freeboard and addition for =

Winter freeboard = 4 7/8 inches = 246 7/8

Addition for Winter North Atlantic Freeboard (if required) = 246 + 179 = 425 7/8

## Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta = 64226$   
Tons per inch immersion at summer load water line  
T = 58.92  
Deduction =  $\frac{\Delta}{40 T}$  inches = 273 7/8

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

Correction for coefficient .802 + .68 = 1.482 / 1.36

Depth Correction ... .. 306  
Deduction for superstructures ... .. - 350  
Sheer correction ... .. 410  
Round of Beam correction ... .. - 2  
Correction for Thickness of Deck amidships ... ..  
Other corrections, scantlings, etc. ... ..

Summer Freeboard = 3773

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

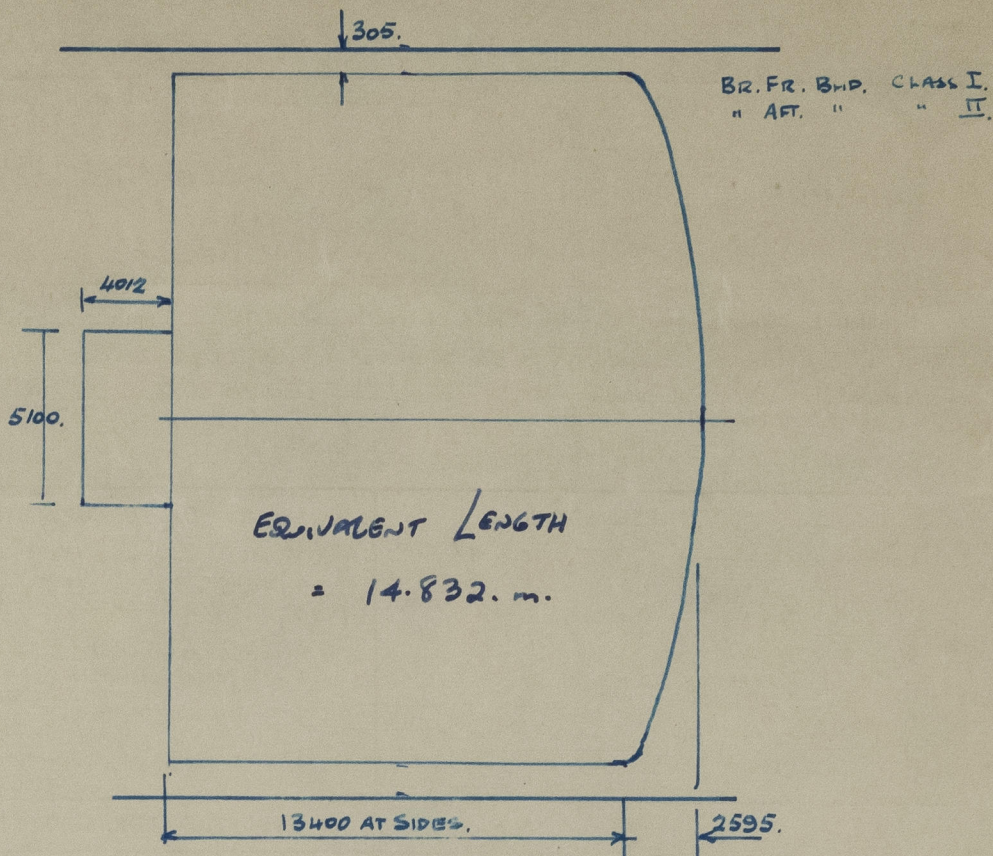
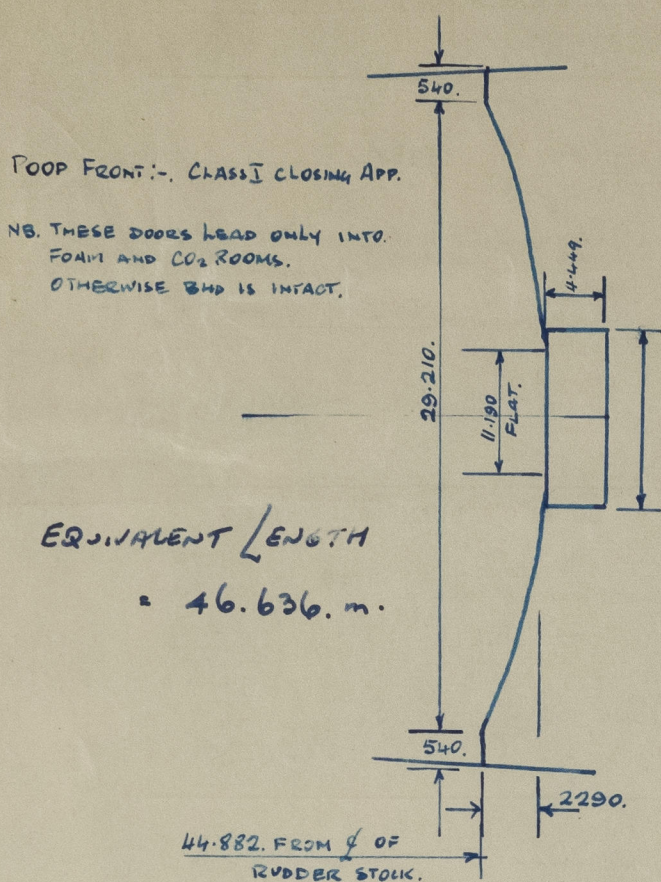
Tropical Fresh Water Line above Centre of Disc ... .. 519 7/8  
Fresh Water Line " " ... .. 273 7/8  
Tropical Line " " ... .. 246 7/8  
Winter Line below " " ... .. 246 7/8  
Winter North Atlantic Line " " ... .. 425 7/8

Tropical Fresh Water Freeboard 3754 7/8  
Fresh Water " 3500 7/8  
Tropical " 3527 7/8  
Winter " 4019 7/8  
Winter North Atlantic " 4198 7/8

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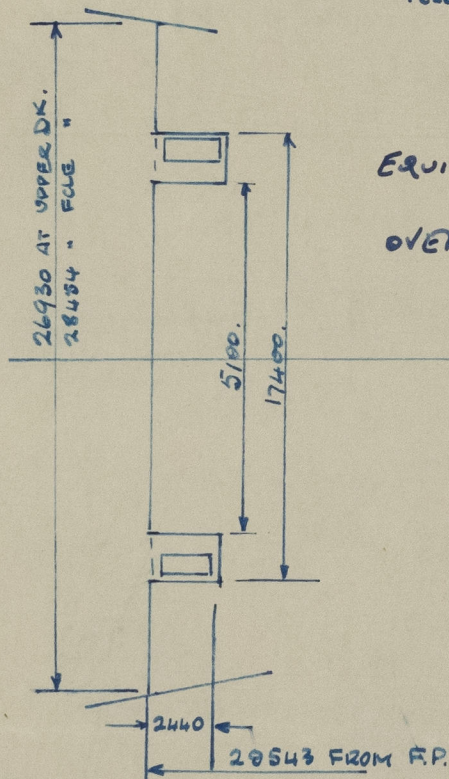
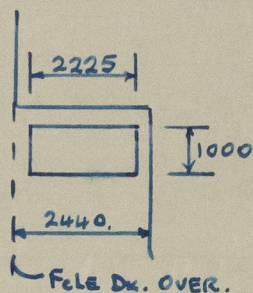
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.



SHEER ALLOWANCE ON ACCOUNT OF EXCESS HEIGHT OF SUPERSTRUCTURES

POOP = 64  
FORECASTLE = 82 } TOTAL = 146. m

FORECASTLE FRONT. CLASS I.



	DR. MLD.	M. TONS.	M. TONS / CM.
A. S.L.W.	11.787.	64220.	58.92.
A. SHW + 75mm.		64662.	58.96.
A. SHW. - 75mm.		63778.	58.87.

Trade of ship INTERNATIONAL TANKER.

Names of sister ships "LEONARDO DA VINCI", "FEDOR POLETAEV", "GIORDANO BRUNO", "GALILEO GALILEI",

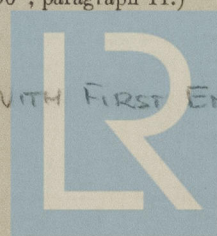
Builder's name and yard number ANSALDO S.p.A. GENOA - SESTRI. YARD N° 1597.

Owners BLACK SEA STATE STEAMSHIP LINES.

Fee £ :

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

Plans at present in H.O. in connection with first entry RPTs for sister vessels.



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