

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
NORWID.		POLISH GDYNIA		

Port of Survey	Date of Survey	Surveyor's Signature	Particulars of Classification
ROUEN	WHILST BUILDING	W. L. ADAMSON.	+ 100 A1. (contemplated)

Moulded Dimensions: Length	Breadth	Depth	Freeboard Length	Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing)	Coefficient of fineness for use with Tables
131,000 m.	19,000 m.	8,530 m.	131,000 m. TO CR. OF R.S.	12,270 m ³	.680

DEPTH FOR FREEBOARD (D). <i>M.</i>		DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth	... .. <i>8.530</i>	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) <i>19,000 mm</i>
Stringer plate	<i>8.5 mm</i> <i>9</i>		Standard Round of Beam = $\frac{B \times \cancel{100}}{50} = \underline{\underline{380 \text{ mm.}}}$
Wood Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = <u><i>NIL.</i></u>
$T \left(\frac{L-S}{L} \right) =$		<i>8.33 (8.733 - 8.539) 30 = 48 mm.</i>	Difference <u><i>380 mm.</i></u>
Depth for Freeboard (D) =	<u><i>8.539</i></u>	If restricted by superstructures <i>No</i>	Restricted to <i>95 x 0.064</i>
			Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \underline{\underline{+ 1 \text{ mm.}}}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)
Poop enclosed	6,600	6,600	2,302	-	6,600
" overhang	390	195			195
R.Q.D. enclosed					
" overhang					
Bridge enclosed	122,210	122,210	2,970	-	122,210
" overhang aft	420	315			315
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward		1/2 x DIFF			
Tonnage opening aft	1,380	840			840
" " forward					
Total	131,000	130,160			130,160

Standard Height of Superstructure 2.290 m.

" " R.Q.D. -

Deduction for complete superstructure 1.067 m

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

" " $\frac{S_1}{L} =$ 99.36

" " $\frac{E}{L} =$ 99.21

Percentage from Table, Line A. 99.21

~~(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 = 1.067 x .9921 = 1.059 m

SHEER CORRECTION.

Station	Standard Ordnate	S M	Product	Actual Ordnate +680	Effective Ordnate	S M	Product
A.P. ...	1345	1	1345	1024	1345	1	1345
$\frac{1}{8}$ L from A.P. ...	599	4	2396	504	599	4	2396
$\frac{2}{8}$ L " ...	148	2	296	109	148	2	296
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{8}$ L from F.P. ...	296	2	592	193	266	2	532
$\frac{1}{8}$ L " ...	1197	4	4788	880	1076	4	4304
F.P. ...	2690	1	2690	1738	2418	1	2418
Total ...			12107	+680			11291

$$\frac{\text{Mean actual sheer aft}}{\text{Mean standard sheer aft}} = \text{EXCESS, LIMITED TO STANDARD}$$
$$\frac{\text{Mean actual sheer forward}}{\text{Mean standard sheer forward}} = \text{DEFICIENT}$$

Length of enclosed superstructure
L

forward of amidships =

” ” aft of ” =

DEFICIENT
SHEER

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{816}{18} (.75 - .90) = + 11 \text{ mm.}$
 If limited on account of midship superstructure. ✓ If limited to maximum

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft. ✓

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic
Freeboard. *M.*

Deduction for Fresh Water.

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

Correction for coefficient *NIL*

Depth to Freeboard Deck	=	8,539
Summer freeboard	=	958
Moulded draught (d)	=	<u>7,581</u>
Keel allowance	=	
Extreme draught	=	

Displacement in salt water at
summer load water line
 $\Delta = 13258$ m. tons
Tons per inch immersion at
summer load water line
T = 20.20

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

$$= 164 \text{ in.}$$

Depth Correction	...	...	...	...
Deduction for superstructures	...	...	...	...
Sheer correction	...	...	...	...
Round of Beam correction	...	...	...	...
Correction for Thickness of Deck amidships	...	...	...	...
Other corrections, scantlings, etc.	...	...	...	...

+	-
-	48
-	1059
11	-
1	-
-	-
-	-
12	1107

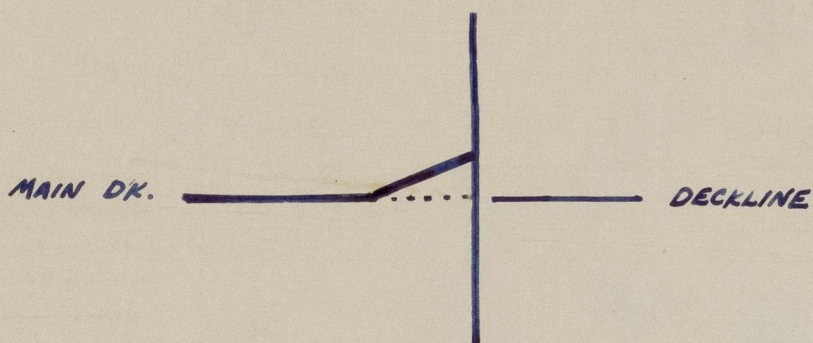
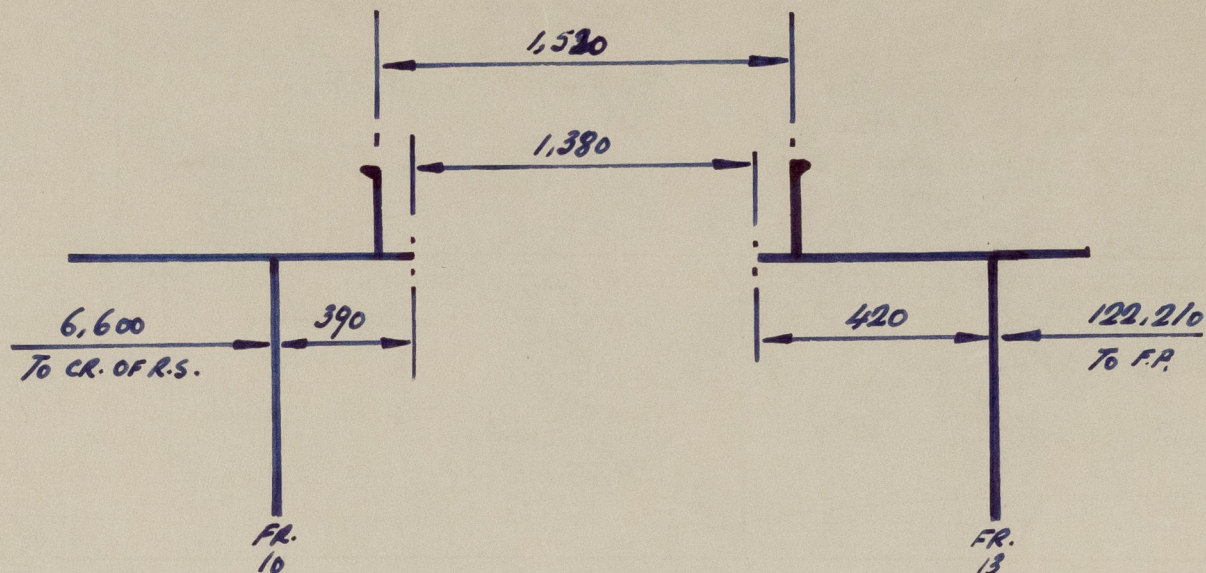
Summer Freeboard = 958

Winter freeboard = $\frac{d}{48}$ inches = 158 in.

Addition for Winter North Atlantic Freeboard (if required) = Not Req'd. < 100,580 in.

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <u>Wood</u> , Steel, Deck :—				CONTINUED TO SHIPS SIDE				958 m.m.
16 JAN 1962	Tropical Fresh Water Line above Centre of Disc	...	...	322 m	Tropical Fresh Water Freeboard	...	...	636
	Fresh Water Line	"	"	164	Fresh Water	"	"	794
	Tropical Line	"	"	158	Tropical	"	"	800
	Winter Line	below	"	158	Winter	"	"	1116
	Winter North Atlantic Line	"	"	NOT REQUIRED	Winter North Atlantic	"	"	NOT REQUIRED.

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.



Trade of ship

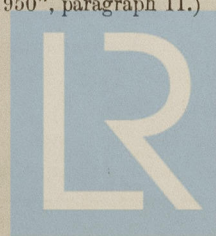
Names of sister ships

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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