

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, ~~TANKER~~)

Received
Index No.
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Ship's Name "OXOTCK" ("OKHOTSK")	Official Number -	Nationality and Port of Registry U.S.S.R. Vladivostok	Gross Tonnage About 10,700T.	Date of Build June, 1962	Port of Survey Osaka, Japan
Moulded Dimensions: Length 143,300mm Breadth 21,000mm Depth 12,500mm					Date of Survey During Construction
Freeboard Length					Surveyor's Signature S. Noguchi
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 23,710 K. tons					Particulars of Classification +100A1 (Contemplated)
Coefficient of fineness for use with Tables .723					

DEPTH FOR FREEBOARD (D). Moulded depth ... 12,500mm Stringer plate ... 32mm Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 12.532	DEPTH CORRECTION. (a) Where D is greater than Table depth (D - Table depth) R = $8.33(12.532 - 9.535)30 = +744mm$ 2.977 (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) 21,000mm Standard Round of Beam = $\frac{B \times 12}{50} = 420$ Ship's Round of Beam = 420mm Difference Nil Restricted to Correction = $\frac{Diff}{4} \times \left(1 - \frac{S}{L}\right) = Nil$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height mm	Height Correction	Effective Length (E)
Poep enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	10,220	10.220	2,290	-	10.220
" overhang	680	.680			.680
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	10.900	10.900			10.900

Standard Height of Superstructure 2.290 m
R.Q.D.
Deduction for complete superstructure 1067 mm
Percentage covered $\frac{S}{L} =$
 $\frac{S_i}{L} =$
 $\frac{E}{L} =$ } 7.61
Percentage from Table, Line A. 3.81
(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 = $1067 \times .0381 = -41 mm$

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate mm	Effective Ordinate	S M	Product
A.P.	1448	1	1448	1,450	1450	1	1450
$\frac{1}{2}$ L from A.P.	644	4	2576	643	643	4	2572
$\frac{3}{4}$ L	159	2	318	160	160	2	320
Amidships	0	4	0	0	0	0	0
$\frac{3}{4}$ L from F.P.	319	2	638	328	328	2	656
$\frac{1}{2}$ L	1289	4	5156	1,304	1304	4	5216
F.P.	2896	1	2896	2,927	2927	1	2927
Total			13,032				13,141

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 = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{.2L} \right) = \frac{109}{18} \left(\frac{.75 - .0381}{.2} \right) = -4$
If limited on account of midship superstructure. Yes - Nil
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. Depth to Freeboard Deck = 12.532 Summer freeboard = 3.194 Moulded draught (d) = 9.338 m Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{48} = 195 mm$ Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 20470 m.t.$ Tons per inch immersion at summer load water line T = 25.70 Deduction = $\frac{\Delta}{40 T} = 199 mm$ Hydrostatic Curves Submitted.	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 1.403 Depth Correction 744 Deduction for superstructures 41 Sheer correction Round of Beam correction Correction for Thickness of Deck amidships Other corrections, scantlings, etc. Summer Freeboard = 3194 mm
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	394	Tropical Fresh Water Freeboard	2800
Fresh Water Line	199	Fresh Water	2995
Tropical Line	195	Tropical	2999
Winter Line below	195	Winter	3389
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 International.

Names of sister ships "OMCK" ("OMSK") Yard No. 3921, "OBENBURG" Yard No. 3922.

Builder's name and yard number Hitachi Shipbuilding & Engineering Co., Ltd., Osaka, Japan Yard No. 3923.

Owners V/O "Sudoimport", Moscow, U.S.S.R.

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



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