

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR ~~STEAMER, SAILING SHIP, TANKER.~~ ^{MOTOR COASTER.})

Ship's Name "WARMIA" Official Number ✓ Nationality and Port of Registry POLISH SZCZECIN. Gross Tonnage APPROX 750 909.33 Date of Build 1948

Port of Survey HULL

Date of Survey DURING CONSTRUCTION

Surveyor's Signature L. Palmer

Particulars of Classification 100A1 with freeboard (Contemplated)

Moulded Dimensions: Length 220'-0" 220.67' Breadth 36'-0" Depth 14'-0" 2ND DECK 21'-0" UPPER DECK

Moulded displacement at moulded draught = 85 per cent. of moulded depth 1750 tons

Coefficient of fineness for use with Tables .68 (Actual .648)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>14.00</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>✓</u>	Moulded Breadth (B) <u>36'-0"</u>
Stringer plate <u>.03</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>(14.71 - 14.03) 1.697 = -1.15"</u>	Standard Round of Beam = $\frac{B \times 12}{50} = \underline{8.64}$
Sheathing on exposed deck	<u>.68</u>	Ship's Round of Beam = <u>0.900</u>
$T \left(\frac{L-S}{L} \right) = \text{None}$	If restricted by superstructures <u>✓</u>	Difference <u>-8.64</u>
Depth for Freeboard (D) = <u>14.03</u>		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{8.64}{4} \times 0.113 = +.02"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	<u>53.29</u>	<u>53.29</u>	<u>7.0</u>		<u>53.29</u>
" overhang	<u>2.00</u>	<u>1.00</u>			<u>1.00</u>
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<u>161.38</u>	<u>161.38</u>	<u>7.0</u>		<u>161.38</u>
" overhang aft					
" overhang forward					
F'cle enclosed					
" overhang					
Trunk aft					
" forward		<u>1/2 DIFF</u>			
Tonnage opening aft	<u>4.00</u>	<u>2.50</u>	<u>7.0</u>		<u>2.50</u>
" " forward					
Total	<u>220.67</u>	<u>218.17</u>			<u>218.17</u>

Standard Height of Superstructure 6.00

" " R.Q.D. ✓

Deduction for complete superstructure 28.07

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

" " $\frac{S_1}{L} = \left. \begin{array}{l} \\ \\ \end{array} \right\} 98.87$

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

Percentage from Table, Line A. & B 98.61

(corrected for absence of fore-castle (if required))

Percentage from Table, Line B.

(corrected for absence of fore-castle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = 28.07 × 98.61 = 27.68"

SHEER CORRECTION.

No SHEER ON 2ND DECK FORWARD OF FRAME No 26.

Actual Sheer Aft 168 = 7.00
Standard " " = 6.00
Excess = 1.00

Station	Standard Ordinate	S M	Product	Actual Ordinate +12	Effective Ordinate	S M	Product
A.P.	<u>32.07</u>	1	<u>32.07</u>	<u>32.50</u>	<u>44.50</u>	1	<u>44.50</u>
1/4 L from A.P.	<u>14.27</u>	4	<u>57.08</u>	<u>13.50</u>	<u>19.80</u>	4	<u>79.20</u>
3/4 L "	<u>3.53</u>	2	<u>7.06</u>	<u>3.44</u>	<u>4.895</u>	2	<u>9.79</u>
Amidships	<u>—</u>	4	<u>—</u>	<u>0.00</u>	<u>—</u>	4	<u>—</u>
3/4 L from F.P.	<u>7.055</u>	2	<u>14.11</u>	<u>7.62</u>	<u>9.295</u>	2	<u>18.59</u>
1/4 L "	<u>28.54</u>	4	<u>114.16</u>	<u>32.44</u>	<u>37.60</u>	4	<u>150.40</u>
F.P.	<u>64.13</u>	1	<u>64.13</u>	<u>72.50</u>	<u>84.50</u>	1	<u>84.50</u>
Total			<u>288.61</u>	<u>+12</u>			<u>386.98</u>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{98.37 \times .25}{18} = -1.37"$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ✓

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 14.03 Ft.

Summer freeboard = .17

Moulded draught (d) = 13.86

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 3.47" = 88 in/ft.Addition for Winter North Atlantic Freeboard (if required) = 88 + 51 = 139 in/ft.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 2090$

Tons per inch immersion at summer load water line

T = 14.87

Deduction = $\frac{\Delta}{40 T}$ inches= $\frac{2090}{40 \times 14.87} = 3.51" = 89 in/ft.$

DRAUGHT, DISPL. TONS PER INCH

13'-0"	1930	14.6
12'-0"	1767	14.3
11'-0"	1598	13.98

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL.

Depth Correction 1.15

Deduction for superstructures 27.68

Sheer correction 1.37

Round of Beam correction02

Correction for Thickness of Deck amidships —

Other corrections, scantlings, etc. —

+	-
<u>1.15</u>	<u>27.68</u>
<u>1.37</u>	<u>.02</u>
<u>—</u>	<u>—</u>
<u>—</u>	<u>—</u>
<u>02</u>	<u>30.20</u>

Summer Freeboard = -3.45

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

Tropical Fresh Water Line above Centre of Disc ... 89 in/ft.

Fresh Water Line " " ... 89 " "

Tropical Line " " ... NIL.

Winter Line below " " ... 88 in/ft.

Winter North Atlantic Line " " ... 139 " "

Tropical Fresh Water Freeboard MINUS 38 " "

Fresh Water " " MINUS 38 " "

Tropical " " ... 51 " (LIMITED)

Winter " " ... 139 " "

Winter North Atlantic " " ... 190 " "

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 FOREIGN

Names of sister ships ☒

Builder's name and yard number GOOLE SHIPBUILDING & REPAIRING CO. LTD. YARD No 441.

Owners Gdynia - America Shipping Lines, Ltd.

Fee £ 14 : 0 : 0



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Foundation