

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

 Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
 having Poop, Bridge and Forecastle
Port of Survey DANZIG

(Type of Superstructures.)

Date of Survey 7th September 1933

Ship's Name

Nationality and Port of

Registry

Official Number

Gross Tonnage

Date of Build

SLASKPolish,
Edynia✓138619321 mo.Name of Surveyor James C. NykesMoulded Dimensions: Length 231.07' Breadth 35.46' Depth 20.33'Moulded displacement at moulded draught = 85 per cent. of moulded depth 2873 tonsCoefficient of fineness for use with Tables 705 *Please see back of Rpt.*Particulars of Classification +100 A1
with freeboard

| Depth for Freeboard (D) | | | | Depth correction | | Round of Beam correction | |
|------------------------------------|-----|-----|---------------|--|----------|--|---------------------------------------|
| Moulded depth | ... | ... | <u>20.33'</u> | (a) Where D is greater than Table depth (D-Table depth) R = | | Moulded Breadth (B) | <u>35.76'</u> |
| Stringer plate | ... | ... | <u>.044'</u> | (20.36-15.40) 1.777 = + 8.81" | | Standard Round of Beam = $\frac{B \times 12}{50}$ | = <u>8.58"</u> |
| Sheathing on exposed deck | ... | ... | <u>.03</u> | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | | Ship's Round of Beam | = <u>9"</u> |
| $T \left(\frac{L-S}{L} \right) =$ | ... | ... | <u>✓</u> | | | Difference | = <u>.42"</u> |
| Depth for Freeboard (D) = | ... | ... | <u>20.36</u> | If restricted by superstructures | <u>✓</u> | Restricted to | |
| | | | | | | Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right)$ | = $\frac{.42}{4} \times .517 = -.05"$ |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) |
|-------------------------|-------------------------|--|--------------|-----------------------------|----------------------|
| Poop enclosed ... | <u>28.67'</u> | <u>28.67</u> | <u>2.99'</u> | $\times \frac{2.99}{3.873}$ | <u>22.14</u> |
| " overhang ... | <u>✓</u> | | | | |
| R.Q.D. enclosed ... | <u>✓</u> | | | | |
| " overhang ... | <u>✓</u> | | | | |
| Bridge enclosed ... | <u>60.25'</u> | <u>60.25</u> | <u>4.50'</u> | <u>✓</u> | <u>60.25</u> |
| " overhang aft ... | <u>see sketch</u> | | | | |
| " overhang forward | <u>✓</u> | | | | |
| Fore enclosed ... | <u>22.67'</u> | <u>22.67</u> | <u>6.68'</u> | <u>✓</u> | <u>22.67</u> |
| " overhang ... | <u>✓</u> | | | | |
| Trunk aft ... | <u>✓</u> | | | | |
| " forward ... | <u>✓</u> | | | | |
| Tonnage opening aft ... | <u>✓</u> | | | | |
| " " forward | <u>✓</u> | | | | |
| Total ... | <u>111.59</u> | <u>111.59</u> | | | <u>105.06</u> |

Standard Height of Superstructure 6.00" " R.Q.D. 3.873Deduction for complete superstructure 29.11Percentage covered $\frac{S}{L} = 48.30\%$ " " $\frac{S_1}{L} = 48.30\%$ " " $\frac{E}{L} = 45.47\%$

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 32.15%

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required)

Deduction = $29.11 \times .3215 = -9.36"$

SHEER CORRECTION.

| Station | Standard Ordinate | S | M | Product | Actual Ordinate | Effective Ordinate | S | M | Product |
|-------------------------------|-------------------|---|---|---------------|-----------------|--------------------|---|---|---------------|
| A.P. ... | <u>33.11</u> | 1 | | <u>33.11</u> | <u>24.02"</u> | <u>24.02</u> | 1 | | <u>24.02</u> |
| $\frac{1}{4}$ L from A.P. ... | <u>14.73</u> | 4 | | <u>58.92</u> | <u>10.62"</u> | <u>10.88</u> | 4 | | <u>43.52</u> |
| $\frac{3}{4}$ L " ... | <u>3.64</u> | 2 | | <u>7.28</u> | <u>2.31"</u> | <u>2.72</u> | 2 | | <u>5.44</u> |
| Amidships ... | <u>-</u> | 4 | | <u>0</u> | <u>0</u> | <u>0</u> | 4 | | <u>0</u> |
| $\frac{3}{4}$ L from F.P. ... | <u>7.29</u> | 2 | | <u>14.58</u> | <u>6.13"</u> | <u>6.14</u> | 2 | | <u>12.28</u> |
| $\frac{1}{4}$ L " ... | <u>29.47</u> | 4 | | <u>117.88</u> | <u>24.62"</u> | <u>24.56</u> | 4 | | <u>98.24</u> |
| F.P. ... | <u>66.22</u> | 1 | | <u>66.22</u> | <u>53.94</u> | <u>53.94</u> | 1 | | <u>53.94</u> |
| Total ... | | | | <u>297.99</u> | | | | | <u>237.44</u> |

Mean actual sheer aft = Deficient.
Mean standard sheer aft =Mean actual sheer forward = Deficient.
Mean standard sheer forward =Length of enclosed superstructure forward of amidships = Deficient
" " aft of " = sheers.Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{60.55}{18} (.75 - .2415) = +1.71"$

If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

 Depth to Freeboard Deck = 20.36
 Summer freeboard =
 Moulded draught (d) =

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches =

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

* Displacement in salt water at summer load water line

 $\Delta =$ 2600

* Tons per inch immersion at summer load water line

T = 16.50Deduction = $\frac{\Delta}{40T}$ inches= 4"

* Please see back of Rpt.

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient

| | + | - |
|---|--------------|-------------|
| Depth Correction | <u>8.81</u> | <u>-</u> |
| Deduction for superstructures | <u>-</u> | <u>9.36</u> |
| Sheer correction | <u>1.71</u> | <u>-</u> |
| Round of Beam correction | <u>-</u> | <u>.05</u> |
| Correction for Thickness of Deck amidships | <u>-</u> | <u>-</u> |
| Other corrections, scantlings, etc. \pm 5 corrections \pm 5 | <u>24.17</u> | <u>-</u> |
| approved all seasons moulded draught of 15'-10" | <u>34.69</u> | <u>9.41</u> |

Summer Freeboard = 54.50

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

| | | | | | |
|--|-----|----------------|--------------------------------|-----|-----------------|
| Tropical/Fresh Water Line above Centre of Disc | ... | <u>102 7/8</u> | Tropical Fresh Water Freeboard | ... | <u>1282 7/8</u> |
| Fresh Water Line | " | <u>102 7/8</u> | Fresh Water | " | <u>1282 7/8</u> |
| Tropical Line | " | <u>N.L.</u> | Tropical | " | <u>1384 7/8</u> |
| Winter Line below | " | <u>N.L.</u> | Winter | " | <u>1384 7/8</u> |
| Winter North Atlantic Line | " | <u>N.L.</u> | Winter North Atlantic | " | <u>1384 7/8</u> |

128 SEP 1933

MARKING FORM

MARKING FORM

RECEIVED 4 AUG 1936 RECEIVED 25 SEP 1933

009232-009234-0031

Slack.

Particulars of fiddley, funnel and ventilator coamings :—

Particulars of Flush Bunker Scuttles:— *None.*

Particulars of Companionways :— *None.*

Particulars of Ventilators in exposed positions on freeboard and superstructure decks :—

The derrick posts ahead each mast used as ventilators. They are connected to the masts at about 4'-6" above the upper deck by strong platforms and are carried down to the second deck in way of foremast. The ventilators are constructed in accordance with the Rules and coverings closed with wood plugs - canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

2 air pipes (each side) in after well to tank No. 4 3'-0" high, 2 1/2" dia.
2 "
1 " pipe on poop deck to after peak tank port side: 2'-0 1/2" " " " " " " " "

~~No closing arrangements provided. Recommended that~~
~~wood plugs be furnished.~~

Particulars of Scupperns and Sanitary Discharge Pipes — All scupperns discharge above the foreboard deck except one scupper pipe on each side of the vessel at after ends of poop side houses which are of 6" dia. and discharge 6'-4" below poop deck.
Sanitary pipes within bridge discharge about 4'-6" below foreboard deck with down valves at ship's sides.

| | | | | | | | | | | | | | | | |
|---|---|---|---|-----|---|---|-------|---|-----|---|---|---|---|---|---|
| " | " | " | " | poo | " | " | 6'-4" | " | poo | " | " | " | " | " | " |
|---|---|---|---|-----|---|---|-------|---|-----|---|---|---|---|---|---|

Particulars of Side Scuttles: No side scuttles below leeboard deck.
Side scuttles in way of poop & bridge fitted with hinged deadlights & are of substantial construction.

Particulars of Guard Rails:—

| | |
|---------------------|--|
| On Forecastle deck: | Iron handrail stanchions 1" dia. at top • 2" dia. at bottom 36" to 45" apart filled with three rows of iron handrails of 1" $\frac{3}{4}$ " dia. Top rail 43" above deck. |
| On Poop deck: | Iron handrail stanchions 1" dia. at top $1\frac{1}{2}$ " dia. at bottom 41" to 53" apart filled with three rows of iron handrails 1" $\frac{3}{4}$ " dia. Top rail 43" above deck. |
| On Bridge deck: | Steel bullwarks of efficient construction 43" above deck filled. |

Particulars of Gangways, Lifelines, etc. :—

No gangways fitted.

Fittings for Lifelines ~~not~~ provided. As the crew is berthed in the poop, it is recommended that suitable fittings for rigging Lifelines in the after well be furnished.

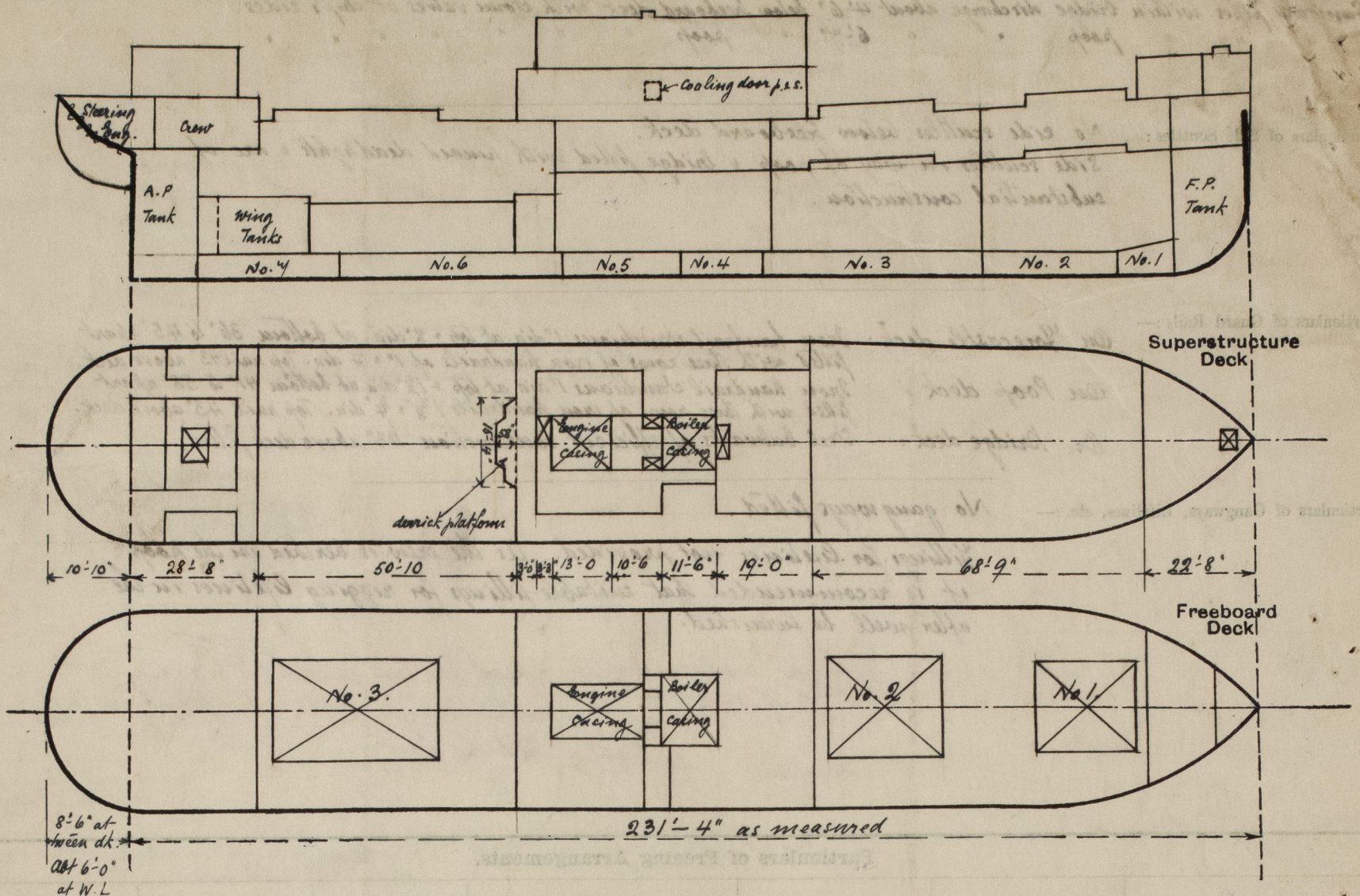
Eye bolts fitted post 1 star screw to house
on poop deck and image after hullhead
to take lifelines

| | Coaming | Plating | Stiffeners | Spacing | End Attachments of Stiffeners | Size of Openings | Height of Sills | Height of Casings |
|--|---------|---------|--|------------|-------------------------------|------------------|-----------------|-------------------|
| Poop Bulkhead | ✓ | .32" | 3"x 2½"x .28" o.A. | 30" | back to ed laps & bottom | None | ✓ | ✓ |
| Raised Quarter Deck Bulkhead ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Bridge, After Bulkhead | .35" | .28" | 3½"x 2½"x .32" o.A. | 30" @ 32" | bugged lap & bottom | None | ✓ | ✓ |
| Bridge, Forward Bulkhead | .35" | .32" | 7"x 3"x .44 B.A. | 30" | " " " | " | ✓ | ✓ |
| Forecastle Bulkhead | ✓ | .32" | 4¾"x 3"x .35" o.A. | 28" @ 29½" | None | 2 @ 61"x 32" | 15" | ✓ |
| Trunk, Aft | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Trunk, Forward | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Exposed Machinery Casings on Free-board or Raised Quarter Decks ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Exposed Machinery Casings on Super-structure Decks <i>(Boiler, Gangway, etc., not fitted)</i> | .32" | .28" | 3½"x 2½"x .32" o.A. all with 3/16"x .32" o.A. | 22" @ 24" | bracketed at top | 1 @ 64½" x 30" | 12" | 7'-10" |
| Machinery Casings within Superstructures <i>(not fitted with Class I Closing Appliances & openings in end bulkheads)</i> | .38" | .28" | 3"x 2½"x .32" o.A. | 29½" | " " " | 1 @ 66" x 23½" | 13" | 7'-6" |
| Deckhouses on Flush Deck Ships ... | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

| | |
|---|--|
| Poop Bulkhead | ✓ |
| Raised Quarter Deck Bulkhead ... | ✓ |
| Bridge, After Bulkhead | ✓ |
| Bridge, Forward Bulkhead | ✓ |
| Forecastle Bulkhead | Hinged steel doors with locks, worked from both sides. ✓ |
| Exposed Machinery Casings on Forward or Raised Quarter Decks ... | ✓ |
| Exposed Machinery Casings on Superstructure Decks ... | Hinged steel door with lock, worked from both sides. ✓ |
| Machinery Casings within Superstructure ^{Bridge} are not fitted with Class I Closing Appliances | " " " " " " " " " " |
| Deckhouses on Flush Deck Ships ... | |

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



State any special features in the construction of the ship:— *Vessel engaged in European trading.*

The vessel was surveyed afloat. All parts examined were found in good condition.

Particulars as obtained from Builders:

| <i>Draught moulded:</i> | <i>Displacement moulded:</i> | <i>Tons per inch:</i> |
|-------------------------|------------------------------|-----------------------|
| <i>14'-0"</i> | <i>2 215 cub. metres</i> | <i>6.25</i> |
| <i>15'-0"</i> | <i>2 400 " "</i> | <i>6.35</i> |
| <i>16'-0"</i> | <i>2 590 " "</i> | <i>6.50</i> |

Freeboards for timber deck cargoes not required.

NOTE: A reply by air mail is requested.

Builder's name and yard number *A/S NAKSKOV SKIBSVÆRFT, NAKSKOV YARD No. 51.*

Names of sister ships *'CIESZYN'*

Owners *'ZEGLUGA POLSKA S.A.'*

Fee £ *8 : 10 : 0* Received by me *15.9.33*
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