

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
 Index No.
 Govt. Copy
 Owners C11

Ship's Name: "WYSPIANSKI" Official Number: 1924 Nationality and Port of Registry: Polish Gdynia Gross Tonnage: 5731 Date of Build: 1962

Port of Survey: Rijeka Date of Survey: During construction

Moulded Dimensions: Length 135.0 m Breadth 19.0 m Depth 8.502 m

Freeboard Length 135.0 m to Cr. of Rudder stock

Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 12.435 met tons

Coefficient of fineness for use with Tables: .68 (Actual: .671)

Surveyor's Signature: [Signature]

Particulars of Classification: +100A1

Class contemplated

DEPTH FOR FREEBOARD (D).

Moulded depth ... 8.502 m

Stringer plate ... 9.5 mm 0.010 m

Wood Sheathing on exposed deck

$T \left(\frac{L-S}{L} \right) =$

Depth for Freeboard (D) = 8.512 m

DEPTH CORRECTION.

(a) Where D is greater than Table depth (D-Table depth) R =

(b) Where D is less than Table depth (if allowed) (Table depth-D) R =

8.33(9.00-8.512)30 = 122

If restricted by superstructures No.

ROUND OF BEAM CORRECTION.

Moulded Breadth (B)

Standard Round of Beam = $\frac{B \times 12}{50} = \frac{19.0 \times 12}{50} = 380 \text{ } \mu\text{m}$

Ship's Round of Beam = Nil.

Difference 380

Restricted to

Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{380^2}{4} \times \left(1 - \frac{S_1}{L} \right) = 95 \times 0.005 = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	7.100	7.100	2.234	—	7.100
" overhang	.193	.097	4.081	—	.097
R.Q.D. enclosed					
" overhang					
Bridge enclosed	126.400	126.400	2.760	—	126.400
" overhang aft	.887	.065			.065
" overhang forward					
F'cle enclosed on Sh. Trk	25.345		2.829		
" overhang					
Trunk aft					
" forward		1/2 DIFF.			
Tonnage opening aft	1.220	.669	4.045		.669
" forward					
Total	135.000	134.331			134.331

Standard Height of Superstructure 2.290 m.

" " R.Q.D.

Deduction for complete superstructure 1067 μm

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

" " $\frac{S_1}{L} = 99.50$

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

Percentage from Table, Line A. & B. 99.38

(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 = $1067 \times 99.38 = 1060 \text{ } \mu\text{m}$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1379	1	1379	1671	2141	1	2141		
1/4 L from A.P.	613	4	2452	694	953	4	3812		
2/4 L	153	2	306	189	236	2	472		
Amidships	0	4	0	0	0	4	0		
2/4 L from F.P.	306	2	612	315	393	2	786		
1/4 L	1225	4	4900	1352	1590	4	6360		
F.P.	2757	1	2757	3104	3574	1	3574		
Total			12406	+470			17145		

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{4739}{18} \left(\frac{.75 - .5}{2L} \right) = 66 \text{ } \mu\text{m}$

If limited on account of midship superstructure. No.

If limited to maximum allowance of 1 1/2 ins. per 100ft. No

Actual T.D.H. = 2760

Standard " = 2290

Dft. 470

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 8512

Summer freeboard = 907

Moulded draught (d) = 7605

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48} = 158 \text{ } \mu\text{m}$

Addition for Winter North Atlantic Freeboard (if required) = NOT REQUIRED.

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 13577 \text{ } \mu\text{m}$

M.Tons per inch immersion at summer load water line

$T = 20.42$

Deduction = $\frac{\Delta}{40 T} = \frac{13577}{40 \times 20.42} = 166 \text{ } \mu\text{m}$

P.T.O.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL

Depth Correction ... 122

Deduction for superstructures ... 1060

Sheer correction ... 66

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+	-
—	122
—	1060
—	66
—	—
—	—
—	—
—	1248

Summer Freeboard = 907 μm

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck CONTD TO SHIPS SIDE

Tropical Fresh Water Line above Centre of Disc ... 32.4 μm

Fresh Water Line " " ... 16.6 "

Tropical Line " " ... 15.8 "

Winter Line below " " ... 15.8 "

Winter North Atlantic Line " " NOT REQUIRED.

Tropical Fresh Water Freeboard ... 583

Fresh Water " ... 74.1

Tropical " ... 74.9

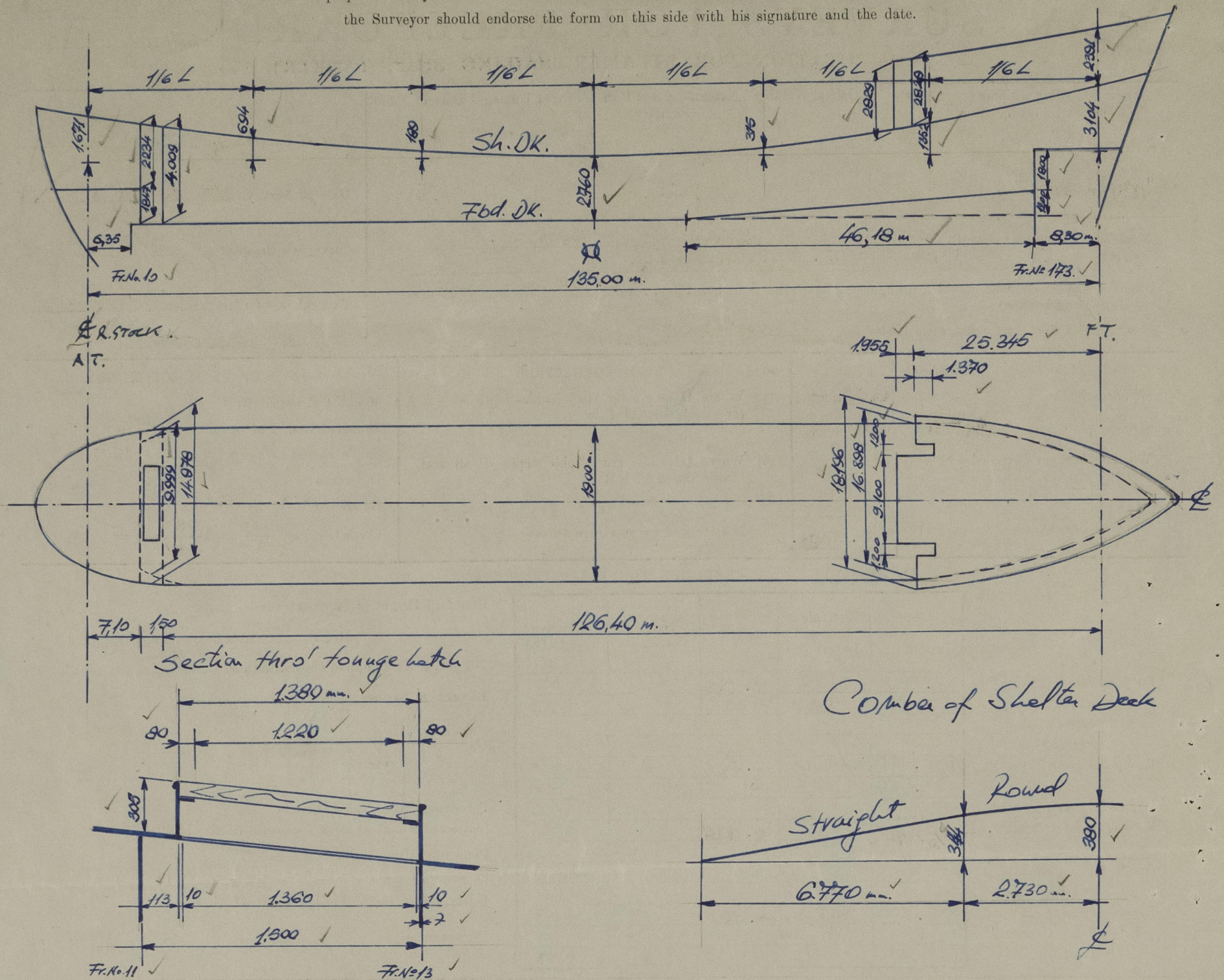
Winter " ... 106.5

Winter North Atlantic " NOT REQUIRED

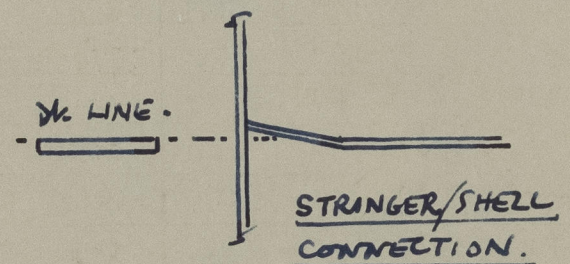
29 MAY 1962

Wyspianski. O.S.D.

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.



Moulded Draught	Full Displ. Salt water	Met. tons/cm.
7,0	12,355 ✓	19,95 ✓
7,5	13,363 ✓	20,34 ✓
8,0	14,391 ✓	20,72 ✓
8,5	15,439 ✓	21,09 ✓
9,0	16,507 ✓	21,45 ✓
9,5	17,595 ✓	21,80 ✓
10,0	18,703 ✓	22,14 ✓



Trade of ship International

Names of sister ships m.v. "JOZEF CONRAD" and m.v. "KOCHANOWSKI"

Builder's name and yard number Brodogradiliste "3. Maj"-Rijeka Yugoslavia, Yard No. 482

Owners Polish Ocean Line

Fee £ : :

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

Midship Section
Longitudinal Section
Decks & Double Bottom



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Foundation