

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

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

Received
 Index No.
 Govt. Copy
 Owners C11.....

Ship's Name M.V. NORWID	Official Number	Nationality and Port of Registry POLISH GDYNIA	Gross Tonnage	Date of Build	Port of Survey ROVEN,
Moulded Dimensions: Length 131^m 340 Breadth 19^m 000 Depth 11^m 500					Date of Survey WHILST BUILDING.
Freeboard Length 17,330 m³					Surveyor's Signature W.L. Adamson
Moulded displacement at moulded draught = 85 per cent. of moulded depth 17,676.8 METRIC tons					Particulars of Classification ± 100A1.
Coefficient of fineness for use with Tables 0.708 7/10					(CONTEMPLATED)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	11.500	(a) Where D is greater than Table depth (D-Table depth) R =	833 (11,523 - 8,756) 30 = 691 mm.	Moulded Breadth (B)	19,000 m.
Stringer plate 22.86 m/m.	23	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	2,767	Standard Round of Beam = $\frac{B \times R}{50}$	380 mm.
Wood Sheathing on exposed deck		If restricted by superstructures	✓	Ship's Round of Beam	380 m/m.
$T \left(\frac{L-S}{L} \right) =$				Difference	NIL
Depth for Freeboard (D) =	11,523			Restricted to	
				Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right)$	NIL

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward	25,058				
Fore enclosed EQUIV.	24,180	25,058	2,400	-	25,058
" overhang	172	,086			,086
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	25,230	25,144			25,144

Standard Height of Superstructure	2,290 m.
" " R.Q.D.	-
Deduction for complete superstructure	1067 mm.
Percentage covered $\frac{S}{L} =$	19.21
" " $\frac{S_1}{L} =$	19.14
" " $\frac{E}{L} =$	9.57
Percentage from Table, Line A.	9.57
(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 x .0957 = 102 mm.

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	1348	1	1348	1,024	1,024	1	1,024
$\frac{1}{8}L$ from A.P.	600	4	2400	0,504	504	4	2016
$\frac{2}{8}L$ "	148	2	296	0,109	109	2	218
Amidships	0	4	0	0	0	4	0
$\frac{3}{8}L$ from F.P.	297	2	594	0,193	193	2	386
$\frac{4}{8}L$ "	1200	4	4800	0,880	880	4	3520
F.P.	2696	1	2696	1,738	1,738	1	1,738
Total			12,134				8,902

Mean actual sheer aft =
 Mean standard sheer aft = } **DEFICIENT**

Mean actual sheer forward =
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
 " " aft of " = } **DEFICIENT SHEER**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{3,232}{18} (.75 - .0961) = + 117 \text{ mm.}$

If limited on account of midship superstructure. **✓**

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

Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line		Correction for coefficient	
Depth to Freeboard Deck =	11,523	$\Delta = 15,440 \text{ T/metric}$		1.390	
Summer freeboard =	2,873	Tons per $\frac{1}{100}$ immersion at summer load water line		1.36	
Moulded draught (d) =	8,650	T = 20,78			
Keel allowance =		Deduction = $\frac{\Delta}{40 \text{ T}}$ inches			
Extreme draught =		= 186 mm.			
Deduction for Tropical freeboard and addition for =					
Winter freeboard = $\frac{d \text{ mm.}}{48 \text{ inches}} =$	180 mm.				
Addition for Winter North Atlantic Freeboard (if required) =	Not Regd., L > 100,580 m.				

Depth Correction	691	
Deduction for superstructures	102	
Sheer correction	117	
Round of Beam correction	-	
Correction for Thickness of Deck amidships	-	
Other corrections, scantlings, etc. To...	60	
CORRESPOND TO A SUMMER MOULDED DRAFT OF 8.65 METRES	868	102
Summer Freeboard =	2873	2107

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

Tropical Fresh Water Line above Centre of Disc	...	366 mm.	Tropical Fresh Water Freeboard	...	2873 mm.
Fresh Water Line	"	186	Fresh Water	"	2507
Tropical Line	"	180	Tropical	"	2687
Winter Line below	"	180	Winter	"	2693
Winter North Atlantic Line	"	Not REQUIRED	Winter North Atlantic	"	3053

12 DEC 1961

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.

FORECASTLE EQUIV. LENGTH

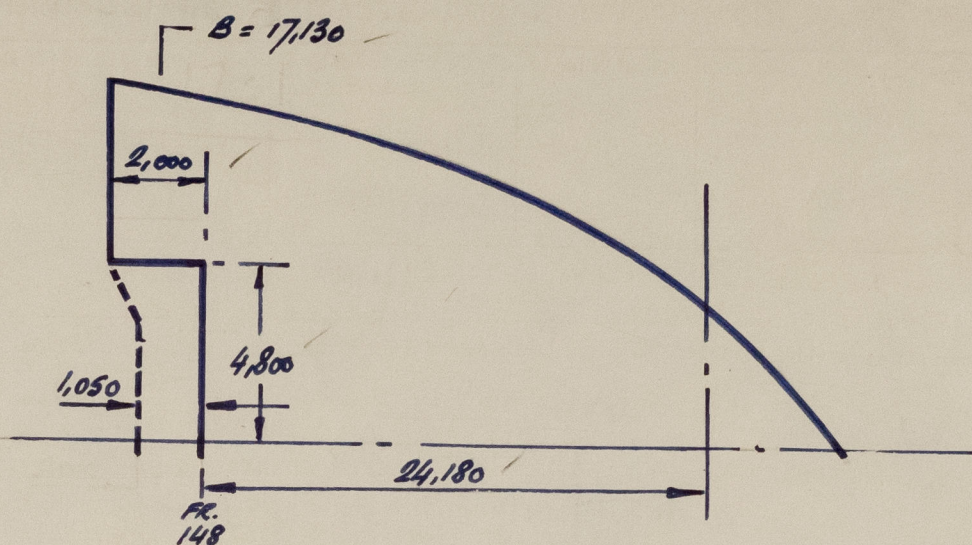
$$= 24,180 + 2,000 \left(1 - \frac{9,600}{17,130}\right)$$

$$= 24,180 + 878$$

$$= 25,058 \text{ m.}$$

$$\text{OVERHANG} = 1,050 - 878$$

$$= 172 \text{ mm.}$$



THE FOLLOWING PLANS ARE ENCLOSED HERewith:-

- 1 HYDROSTATIC CURVES.
- 2 MIDSHIP SECTION.
- 3 PROFILE & DECKS.

Trade of ship INTERNATIONAL CARGO.

Names of sister ships NONE.

Builder's name and yard number CHANTIERS REUNIS LOIRE - NORMANDIE R323.

Owners POLISH OCEAN LINES.

Fee N.F. 1,106

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



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