

OPEN SHELTER DECK.

Rpt. C.11 (Comp.)

For LONDON OFFICE ONLY

LLOYD'S REGISTER OF SHIPPING

SURVEYS FOR FREEBOARD

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

Received
Index No.
Govt. Copy
Owners C11

Ship's Name M.V. NORWID.	Official Number 680	Nationality and Port of Registry POLISH GDYNIA	Gross Tonnage 12,270 m³	Date of Build WHILST BUILDING	Port of Survey ROUEN
Moulded Dimensions: Length 131' 000 Breadth 19' 000 Depth 8' 530					Surveyor's Signature W. L. Adamson
Freeboard Length 12,270 m³					Particulars of Classification ± 100 FL (CONTEMPLATED)
Moulded displacement at moulded draught = 85 per cent. of moulded depth. HYDROSTATIC CURVES SUPPLIED.					
Coefficient of fineness for use with Tables 680					

DEPTH FOR FREEBOARD (D). Moulded depth ... 8.530 Stringer plate 8.5 m/m ... 9 Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 8,539	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 (8.733 - 8.539) 30 = 48 mm. If restricted by superstructures No	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 19,000 m Standard Round of Beam = $\frac{B \times 2}{50} = 380$ Ship's Round of Beam = NO CAMBER ON DECK. Difference 380 Restricted to 95 x .0054 = 380 Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = + 1 \text{ mm.}$
-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

$\frac{B_1 - b}{B_1} = \frac{14,200 - 6,640}{14,200} = > .5$

DEDUCTION FOR SUPERSTRUCTURES.

CONSIDER

SEE SKETCH

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	6' 600	6,600	2' 302	-	6,600
" overhang	80	40			40
R.Q.D. enclosed	390	195			
" overhang					
Bridge enclosed	122' 210	122,940	2' 350	-	122,940
" overhang aft	122,940	315	2,970		
" overhang forward	470				
F'cle enclosed					
" overhang					
Trunk aft		840			
" forward		1/2 DIFF.			
Tonnage opening aft	1,380	710		-	710
" forward		130,160			160
Total	131,000	130,290			130,290

Standard Height of Superstructure **2.290**

R.Q.D. **1067**

Deduction for complete superstructure **1067**

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

$\frac{S_1}{L} = 99.46$

Percentage from Table, Line A. **4 B**

(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 .9933 = 1060**

SHEER CORRECTION.

EXCESS T.D. HEIGHT = 2,970 - 2,290 = 680 mm.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1345	1	1345	1,024	1345	1345	1	1345	1345
1/4 L from A.P.	599	4	2396	0,504	599	599	4	2396	2396
1/2 L	148	2	296	0,109	148	148	2	296	296
Amidships	0	4	0	0	0	0	4	0	0
3/4 L from F.P.	296	2	592	0,193	266	266	2	532	532
1/4 L	1197	4	4788	0,880	1076	1076	4	4304	4304
F.P.	2690	1	2690	1,738	2418	2418	1	2418	2418
Total			12,107	+680				11,291	

Mean actual sheer aft = **EXCESS, LIMITED TO STANDARD**

Mean standard sheer aft =

Mean actual sheer forward = **DEFICIENT**

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **DEFICIENT SHEER**

" aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{816}{18} \times .25 = + 11 \text{ mm.}$

If limited on account of midship superstructure.

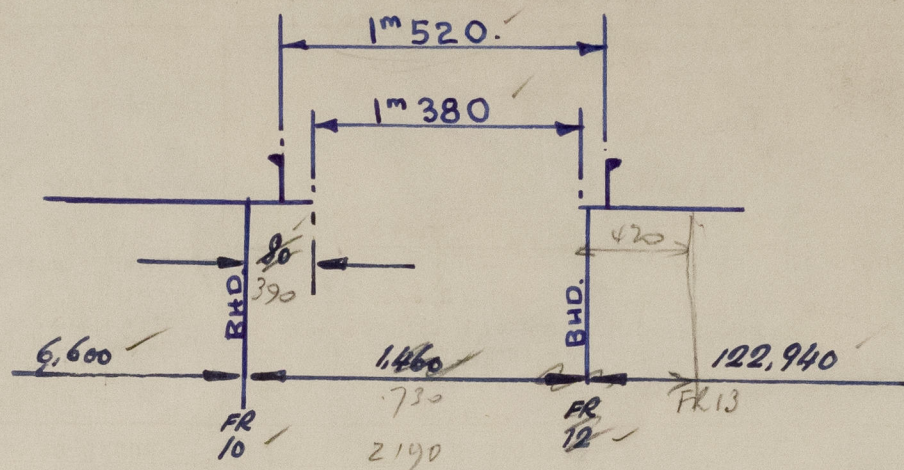
Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 8,539 Summer freeboard = 957 Moulded draught (d) = 7,582 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = Winter freeboard = $\frac{d}{48} \text{ inches} = 158 \text{ mm.}$ Addition for Winter North Atlantic Freeboard (if required) = NOT REQD. L > 100,580 m.	Deduction for Fresh Water. Displacement in salt water at summer load water line 13,260 T/metric $\Delta = 13,260$ Tons per inch immersion at summer load water line 20.20 T/metric/cm. Deduction = $\frac{\Delta}{40 \text{ T}} \text{ inches} = 164 \text{ mm.}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient NIL Depth Correction ... 48 Deduction for superstructures ... 1060 Sheer correction ... 11 Round of Beam correction ... Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = 957
-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **CONTINUED TO SHIPS SIDE**

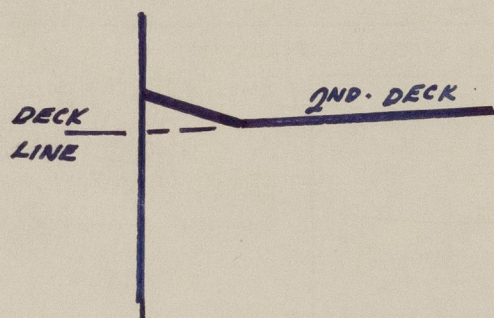
12 DEC 1961

Tropical Fresh Water Line above Centre of Disc	322 mm	Tropical Fresh Water Freeboard	635
Fresh Water Line	164	Fresh Water	793
Tropical Line	158	Tropical	799
Winter Line below	158	Winter	1115
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.



1320
320
1770
2190
420



Trade of ship INTERNATIONAL CARGO

Names of sister ships NONE

Builder's name and yard number CHANTIERS REUNIS LOIRE - NORMANDIE R 323.

Owners POLISH OCEAN LINES.

Fee £ : :

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



© 2021

Lloyd's Register
Foundation