

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

SPT RPT No 2254F.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>" PADEREWSKI "</b>	Official Number	Nationality and Port of Registry <b>POLISH</b> <b>GDYNIA</b>	Gross Tonnage <b>9267.28</b> <b>9,100</b> (APPROX)	Date of Build <b>1960</b>	Port of Survey <b>SPLIT</b>
Moulded Dimensions: Length <b>140.40 M</b> Breadth <b>18.80 M</b> Depth <b>11.985 M</b> FREEBOARD LENGTH <b>140.40 M</b> (TO TOP OF RUDDER STOCK)					Date of Survey <b>WHILST BUILDING</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>20,125 M<sup>3</sup></b> tons					Surveyor's Signature <b>J. B. Taylor</b>
Coefficient of fineness for use with Tables <b>.748</b>					Particulars of Classification <b>100 A.1.</b> (CONTEMPLATED)

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	11.985	(a) Where D is greater than Table depth (D - Table depth) R = <b>8.33 (12.012 - 9.360) 30 = + 663</b>		Moulded Breadth (B)	18.800
Stringer plate	26.5 mm	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>2.652</b>		Standard Round of Beam = $\frac{B \times 12}{50}$	<b>376</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$		If restricted by superstructures		Ship's Round of Beam	<b>376 mm</b>
Depth for Freeboard (D) =	<b>12.012</b>			Difference	<b>Nil</b>
				Restricted to	
				Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	<b>=</b>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height m/m	Height Correction	Effective Length (E)	
Poop enclosed	.860	.860	2500	-	.860	
" overhang	.710	.355		-	.355	
R.Q.D. enclosed						
" overhang						
Bridge enclosed	24.423	24.423			24.423	
" overhang aft	.690	.5517			.517	
" overhang forward						
Fore enclosed	10.050	10.050	2340		10.050	
" overhang	.840	.815			.815	
Trunk aft						
" forward						
Tonnage opening aft						
" forward						
Total	37.573	37.020			37.020	

Standard Height of Superstructure	2290
" " R.Q.D.	
Deduction for complete superstructure	1067
Percentage covered $\frac{S}{L} =$	26.76
" " $\frac{S_1}{L} =$	26.37
Percentage from Table, Line A.	13.18
(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 .1318 =	141

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate m/m	Effective Ordinate	S M	Product
A.P.	1424	1	1424	1419	1424	1	1424
1/4 L from A.P.	632	4	2528	734	632	4	2528
1/2 L	158	2	316	315	158	2	316
Amidships	0	4	0	0	0	4	0
3/4 L from F.P.	316	2	632	360	360	2	720
1/4 L	1265	4	5060	1230	1230	4	4920
F.P.	2847	1	2847	2590	2590	1	2590
Total			12807				12498

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{309}{18} \left( .75 - .1318 \right) = +16 \text{ mm.}$   
 If limited on account of midship superstructure. **.6182** 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 = <b>12.012</b> Summer freeboard = <b>3020</b> Moulded draught (d) = <b>8.992</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} = 187 \text{ mm}$ Addition for Winter North Atlantic Freeboard (if required) =	(SEE TABLE OVER) Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 17700$ Tons per inch immersion at summer load water line $T = 57.20$ Deduction = $\frac{\Delta}{40 T} \text{ inches} = 196 \text{ mm}$	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{.748 + .68}{1.36} = \frac{1.428}{1.36}$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>663</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td>141</td> </tr> <tr> <td>Sheer correction</td> <td>16</td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td>72</td> <td></td> </tr> <tr> <td><b>Total</b></td> <td><b>751</b></td> <td><b>141</b></td> </tr> </table> Summer Freeboard = <b>3020</b>		+	-	Depth Correction	663		Deduction for superstructures		141	Sheer correction	16		Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.	72		<b>Total</b>	<b>751</b>	<b>141</b>
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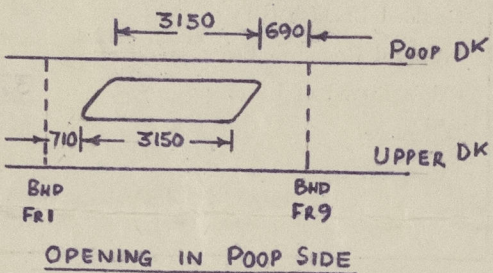
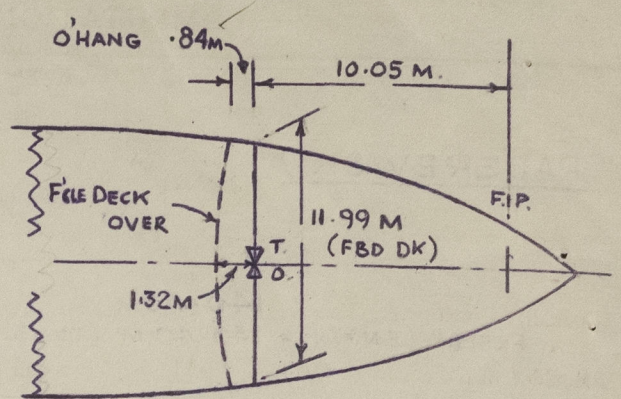
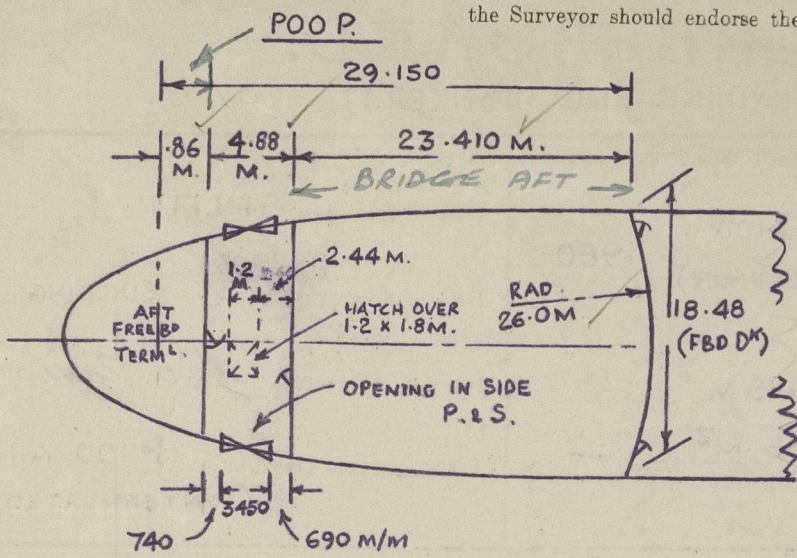
## SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	383 mm
Fresh Water Line	196 mm
Tropical Line	187 mm
Winter Line below	187 mm
Winter North Atlantic Line	

Tropical Fresh Water Freeboard	2637 mm
Fresh Water	2824 mm
Tropical	2833 mm
Winter	3207 mm
Winter North Atlantic	

*Padereurski.*

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.



*Length of Bridge*

at side ——— 23.410  
 + 2/3 x 1520 ——— 1.013  
 equivel ——— 24.423 M.  
 O/H aft = 690 mm.

*Sheer forward*

Standard		Actual	
2847	1	2847	2590
1265	3	3795	1230
316	3	948	360
7590		7360	
= $\frac{7360}{7590} = .9697$ of standard.			

DRAFT M.	DISPLACEMENT (FULL) (1 TON = 1016 KG)	T. P. I.
9.50	18880	58.2
9.20	18190	57.7
8.90	17510	57.2
8.60	16835	56.7
8.30	16170	56.2
8.00	15510	55.7
7.70	14855	55.2

Forecastle O/H within 4/10  
 Effective length = .84 x .9697 = .815 M.

Trade of ship INTERNATIONAL CARGO.  
 Names of sister ships "MONIUSZKO" (BRODOGRADILISTE SPLIT NO 159)  
 Builder's name and yard number BRODIGRADILISTE SPLIT YARD NO 161.  
 Owners POLSKIE LINIE OCEANICZNE - GDYNIA.

Fee £ 163 - 72 - 0  
 AND  
 DIN. 35,490

APPROVED PLANS OF MIDSHIP SECTION, LONGITUDINAL SECTION  
 AND DECKS NOW IN LONDON OFFICE WITH F.E. REPORT  
 OF "MONIUSZKO"