

22 AUG 1960

Rpt. C.11 (Comp.).

OPEN SHELTER DECK CONDITION

Index. No.
(For London Office only).

SPT RPT N° 2254 F.

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "PADEREWSKI"	Official Number	Nationality and Port of Registry POLISH GDYNIA	Gross Tonnage 7277 7,100 (APPROX) 7229.54	Date of Build 1960	Port of Survey SPLIT.
Moulded Dimensions: Length 140.00 M. Breadth 18.80 M. Depth 9.285 M. FREEBOARD LENGTH = 140.00 M. (To CR. OF RUDDER STOCK.) Moulded displacement at moulded draught = 85 per cent. of moulded depth 15015 M³ tons Coefficient of fineness for use with Tables .723.					Date of Survey WHILST BUILDING
					Surveyor's Signature <i>G. B. Taylor</i>
					Particulars of Classification -1-100 A.1 (CONTEMPLATED)

Depth for Freeboard (D). Moulded depth ... 9.285 Stringer plate ... 10.5 M/M ... // Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 9.296	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(9333-9296)30 = -9 mm If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 18.8 m Standard Round of Beam = $\frac{B \times 12}{50} =$ 376 Ship's Round of Beam = NONE/m. Difference 376. Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L}\right) =$ $\frac{376^2}{4} (.0049) = \text{NIL}$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) M.	Equivalent Enclosed Length (S ₁)	Height M.	Height Correction	Effective Length (E)	
Poop enclosed ...	31.43	31.430	3253		31.430	Standard Height of Superstructure 2270
" overhang20	105	3253		105	" " R.Q.D. -
R.Q.D. enclosed ...						Deduction for complete superstructure 1067
" overhang ...						Percentage covered $\frac{S}{L} =$ 100.00
Bridge enclosed ...	107.05	107.05	2.7		107.050	" " $\frac{S_1}{L} =$ 99.52
" overhang aft08	60			60	" " $\frac{E}{L} =$ 99.40.
" overhang forward ...						Percentage from Table, Line A. 99.40. (corrected for absence of forecastle (if required))
Fore enclosed ...						Percentage from Table, Line B: (corrected for absence of forecastle (if required))
" overhang ...						Interpolation for bridge less than 2L (if required)
Trunk aft ...						Deduction = 1067 x .994 = 1061
" forward ...						
Tonnage opening aft ...	1.23	678	3219		678	
" " forward ...						
Total ...	140.00	139.323			139.323	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate M/M	Effective Ordinate	S M	Product	
A.P. ...	1420	1	1420	1419	1829	1	1829	Mean actual sheer aft =
1/2 L from A.P. ...	631	4	2524	734	814	4	3256	Mean standard sheer aft =
2/3 L " ...	159	2	316	315	201	2	402	} Excess.
Amidships ...	0	4	0	0	0	4	0	
2/3 L from F.P. ...	316	2	632	360	327	2	652	Mean actual sheer forward =
1/2 L " ...	1262	4	5048	1230	1322	4	5288	Mean standard sheer forward =
F.P. ...	2840	1	2840	2560	2970	1	2970	Length of enclosed superstructure forward of amidships =
Total ...			12780.				14399	" " aft of " = 355/10.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{1619}{18} \times .25 = -22 \text{ mm}$
If limited on account of midship superstructure. **No.** If limited to maximum allowance of 1 1/2 ins. per 100 ft. **No.**

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **9.296**
Summer freeboard = **1265**
Moulded draught (d) = **8.031**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{48} \text{ inches} =$ **167 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
 $\Delta =$ **15578**
Tons per inch immersion at summer load water line
 $T =$ **55.75**
Deduction = $\frac{\Delta}{40T}$ inches = **177**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.723 \times .68}{1.36} = \frac{1.403}{1.36}$
Depth Correction ... **9**
Deduction for superstructures ... **1061**
Sheer correction ... **22**
Round of Beam correction ... **-**
Correction for Thickness of Deck amidships ... **-**
Other corrections, scantlings, etc. ... **-**

2285
2357

Summer Freeboard = **1265 mm**

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

Tropical Fresh Water Line above Centre of Disc ... **344 mm**
Fresh Water Line " " ... **177 mm**
Tropical Line " " ... **167 mm**
Winter Line below " " ... **167 mm**
Winter North Atlantic Line " " ... **-**

Tropical Fresh Water Freeboard ... **1265 mm**
Fresh Water " " ... **1088 mm**
Tropical " " ... **1098 mm**
Winter " " ... **1432 mm**
Winter North Atlantic " " ... **-**

20 SEP 1960

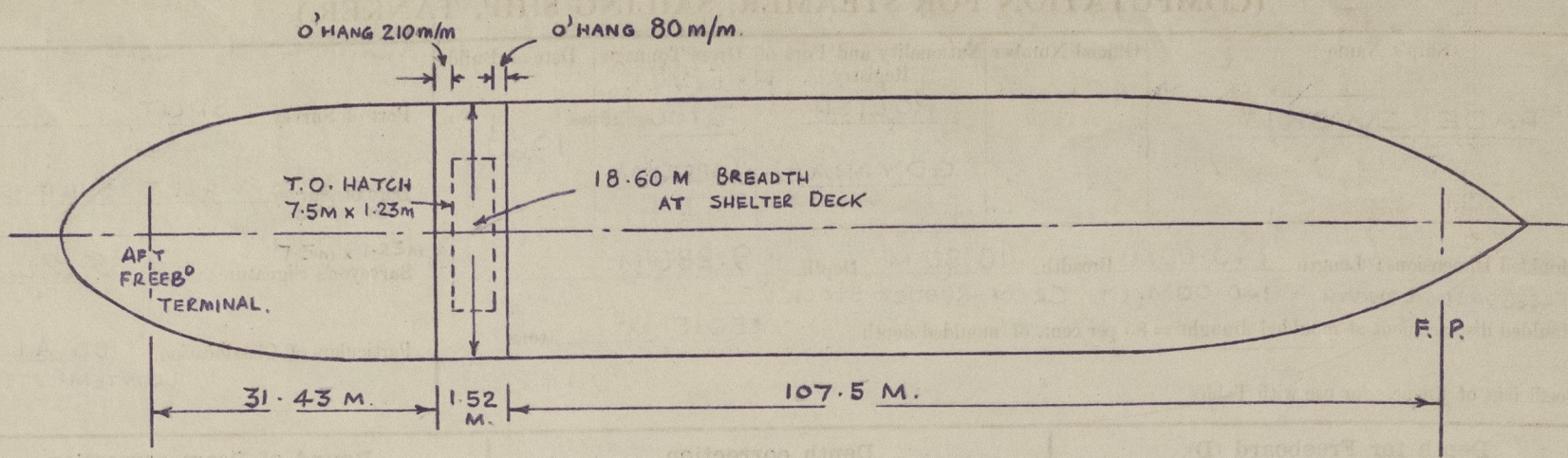
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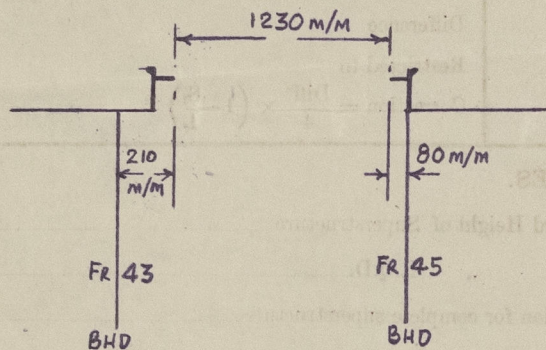
Raderevski.

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.



NOTE: NO SHEER ON FREEBOARD DK.

SECTION THRO TONNAGE HATCH.



DRAFT M.	DISPLACEMENT (FULL) (1 TON = 1016 KG)	T.P.I.
9.50	18,880	58.2
9.20	18,190	57.7
8.90	17,510	57.2
8.60	16,835	56.7
8.30	16,170	56.2
8.00	15,510	55.7
7.70	14,855	55.2

Trade of ship. INTERNATIONAL - CARGO

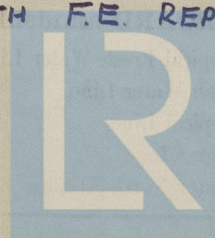
Names of sister ships. "MONIUSZKO" (BRODOGRADILISTE SPLIT YARD N°159)

Builder's name and yard number. BRODOGRADILISTE SPLIT YARD N°161

Owners. POLSKIE LINIE OCEANICZE - GDYNIA.

Fee £ SEE "CLOSED CONDITION"

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



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