

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.Index. No. 33726  
(For London Office only.)

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

Tore castle - Bridge and Poopdeck

Port of Survey Amsterdam

(Type of Superstructures.)

Date of Survey 21<sup>st</sup> December 32

Ship's Name

M.V. TABINTA

Nationality and Port of Registry

Dutch

Official Number

8156

Date of Build

1930

Moulded Dimensions: Length

114.73

Breadth

62.90

Depth

36.4 11.094

Moulded displacement at moulded draught = 85 per cent. of moulded depth

10312

tons

Coefficient of fineness for use with Tables

.718

Name of Surveyor H. J. Jonker

Particulars of Classification 100 A1

Depth for Freeboard (D)

11.094

Moulded depth

36.4 36.4

Stringer plate

36.3

Sheathing on exposed deck

 $T \left( \frac{L-S}{L} \right) = 708.4468$ 

31

Depth for Freeboard (D) =

11.136

Depth correction

(a) Where D is greater than Table depth

(D-Table depth) R =

8.33 (11.136-9.449) 30 = 4.22

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

(Table depth-D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B)

18.90

Standard Round of Beam =  $\frac{B \times 12}{50} = 378$ 

Ship's Round of Beam

381.75

Difference

3

Restricted to

Correction =  $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{3}{4} \times (1 - \frac{1.60}{11.136}) = \frac{3}{4} \times .4632 = .3474$ 

NIL.

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	12.31	12.31	2.36		12.31
„ overhang ...	40.4 1/2		7.9		
R.Q.D. enclosed ...					
„ overhang ...					
Bridge enclosed ...	46.53	46.53	2.44		46.53
„ overhang aft ...	1.14	1.14	0.0		1.14
„ overhang forward ...	1.40	1.40	2.36		1.40
File enclosed ...	15.63	15.63	7.9		15.63
„ overhang ...	1.80	1.80			1.80
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...	78.40	76.81			76.81

Standard Height of Superstructure 2.290

„ „ R.Q.D.

Deduction for complete superstructure 1067

Percentage covered  $\frac{S}{L} = 55.32$ „ „  $\frac{S_1}{L} = 54.20$ „ „  $\frac{E}{L} = 54.20$ 

Percentage from Table, Line A.

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 40.20

(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction =

-429.

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	1,435	1	1,435	57 5/8	1419	1419	1	1,419	1,419
1/4 L from A.P. ...	637	4	2,548	23 7/8	584	584	4	2,336	2,336
3/4 L „ ...	159	2	318	2 3/4	71	71	2	142	142
Amidships ...	✓	4	✓	0	✓	✓	4	✓	✓
3/4 L from F.P. ...	319	2	638	19	467	467	2	934	934
1/4 L „ ...	1,275	4	5,100	64 1/2	1600	1600	4	6,400	6,400
F.P. ...	2,869	1	2,869	133 3/8	3343	3,343	1	3,343	3,343
Total ...			12,908					14,574	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{1,666}{18} \left( .75 - \frac{2766}{2766} \right) = -44$ 

If limited on account of midship superstructure.

Mean actual sheer aft = Deficient 775%

Mean standard sheer aft

Mean actual sheer forward = Excess

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = 7.11

„ „ aft of „ = 7.11

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 11.105

Summer freeboard = 2.310

Moulded draught (d) = 8.795

Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{48} \text{ inches} = 183.18 \text{ cm.}$ 

Addition for Winter North Atlantic Freeboard (if required =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 16,978 \text{ M}^3$   
Tons per inch immersion at summer load water line

T = 21.76

Deduction =  $\frac{\Delta}{40 \text{ T}} \text{ inches}$ 

= 19.51

= 20 cm.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ...

Deduction for superstructures ...

Sheer correction ...

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

+	-
422	
	429
	44
	31.
422	504

Summer Freeboard = 2.312

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

Tropical Fresh Water Line above Centre of Disc ... 38 cm.

Fresh Water Line „ „ ... 20 "

Tropical Line „ „ ... 18 "

Winter Line below „ „ ... 18 "

Winter North Atlantic Line „ „ ...

Tropical Fresh Water Freeboard ... 231 cm.

Fresh Water „ „ ... 211 "

Tropical „ „ ... 213 "

Winter „ „ ... 249 "

Winter North Atlantic „ „ ...



# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
ON FREEBOARD DECK					ON BRIDGE DECK				
chway	N1	N2	N3	N4	N5	N6	N7	N8	N9
chway	24-0 x	32-0 x	32-0 x 20-0	13-4 x 20-0	20-0	24-0 x 10-0	32-0 x 20-0	20-0	20-0
Height above Deck	30	30	9	30	30	30	30	30	30
Thickness Sides	.44	.44	5/8 x 3/2	.44	.44	.44	.44	.44	.44
Stiffeners	.44	.44	none	.44	.44	.44	.44	.44	.44
Brackets, Stays	5 x 3 x .40	4 x 3 x .40	none	5 x 3 x .40	5 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44
Number	4	5	5	2	4	4	5	5	5
Spacing	5-5	5-4	5-4	5-4	4-0	5-4	5-4	4-0	5-4
Scantling and Sketch	5-5	5-4	5-4	5-4	4-0	5-4	5-4	4-0	5-4
Top angle	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44
Plate	19/2 x .36	some	some	19/2 x .36	15 x .36	19/2 x .36	17 x .36	14 x .36	14 x .36
Bottom angle	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44	4 x 3 x .44
Bearing Surface	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Number	10	15	10	10	10	10	10	10	10
Spacing	30	30	30	30	30	30	30	30	30
Unsupported Lengths	30	30	30	30	30	30	30	30	30
Scantling and Sketch	30	30	30	30	30	30	30	30	30
Bearing Surface	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2	3 1/2
Material	some	some	some	some	some	some	some	some	some
Thickness	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4	2 3/4
How fitted	long	long	long	long	long	long	long	long	long
Bearing Surface	3	3	3	3	3	3	3	3	3
ns	24	24	24	24	24	24	24	24	24
ns	two	two	two	two	two	two	two	two	two

funnel and ventilator coamings:— Tidlocky hatches on casing top fitted with steel hinged covers on sky light of steel strongly constructed  
not funnel ventilators in efficient condition

## Particulars of Flush Bunker Scuttles

Companion ways  
Companion way on foreboard deck in forward well to tween deck W.T. steel door in fore castle bulkhead 3'-4" x 5'-9" sill 8" above wood deck, door capable of being operated from one side  
Hatchway in forward well to tween deck 2'-6" x 4'-3" coaming L 10 x 3 1/2 x .46, W.T. steel cover .40

Particulars of Companion ways:— Hatchway on fore castle deck 4'-3" x 4'-2" coaming L 10 x 3 1/2 x .46 W.T. steel cover .40

On Bridge deck, steel companion way; wood door 26 x 60 x 1 1/2 inch sill 16" door closed, operated from both sides  
On hatchway 6'-0" x 4'-0", coaming 2 9/8 x .40 hatches 2 3/4" pine bearing 3" battening arrangement fitted as required  
On hatchway 6'-0" x 4'-0" and one 3'-6" x 2'-0" coaming L 10 x 3 1/2 x .46, steel W.T. cover .40  
On Poop deck, steel deck house: wood door 69 x 25 x 1 1/2 inch sill 9" door closed and operated from both sides

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:— On fore castle deck goose neck vent: 24 x 6" diam vent: 36 x 10" diam x .40 and 30 x 12" diam x .36 to hold, tween deck and to store rooms above fore peak  
On Bridge deck vent: 30 x 10" diam x .40, vent 30 x 12" diam x .36 and 30 x 12" diam x .36 and 30 x 12" diam x .36 to hold, tween deck and to store rooms above fore peak  
On Poop deck vent: 30 x 10" diam x .40 and 30 x 12" diam x .36 and 30 x 12" diam x .36 and 30 x 12" diam x .36 to hold, tween deck and to store rooms above fore peak  
In forward and after well vent: 36 x 10" diam, 16 diam and 4" diam x .40 and 30 x 12" diam vent: 24 x 6" diam, to hold and tween deck

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:— On fore castle deck air pipes to tanks 26 x 3 1/2" diam  
In forward well air pipes to tanks 20 x 1 1/2 x 3 1/2" diam On Bridge deck air pipes to tanks 24 x 3 1/2" diam  
In after well air pipes to tanks 24 x 3 1/2" diam On Poop deck air pipes to tanks 24 x 3 1/2" diam  
All air pipes and goose neck ventilators are provided with canvas covers for closing the openings  
All ventilators are provided with wooden hatches and canvas covers all as required

## Particulars of Gangway Cargo and Coaling Ports:—

## TABINTA

Particulars of Scuppers and Sanitary Discharge Pipes — Forward and after well discharged through scuppers pipes 4" diam. Bridge space discharged through ship side pipes, with storm valves as required.  
All sanitary pipes discharged through ship side below freeboard and are provided with storm valves all as required

Particulars of Side Scuttles: Side scuttles to spaces below freeboard deck and superstructure decks are fitted with dead lights permanently in their proper position

Particulars of Guard Rails:— Open rail on fore castle and Poop deck 45" high  
Bulwark on Bridge deck 46" high

Particulars of Gangways, Lifelines, etc.:— Life lines fitted in forward and after well for the protection of the crew as required

## Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	114-4	46"	7.5 x 2, - 12.0 x 2, -	1 2	63 ft <sup>2</sup>	24 ft <sup>2</sup>
Forward Well	96-1	46	12.0 x 2	3	72 ft <sup>2</sup>	20 ft <sup>2</sup>

State position of each freeing port:— After Well:— height above deck edge 9"  
(F. and A. position and height above deck edge) Forward Well:— height above deck edge 9"  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— bars fitted spaced 6 1/2" apart  
Additional area where sheer is less than standard.

## Particulars of Superstructures, Trunks, Casings, Deckhouses.

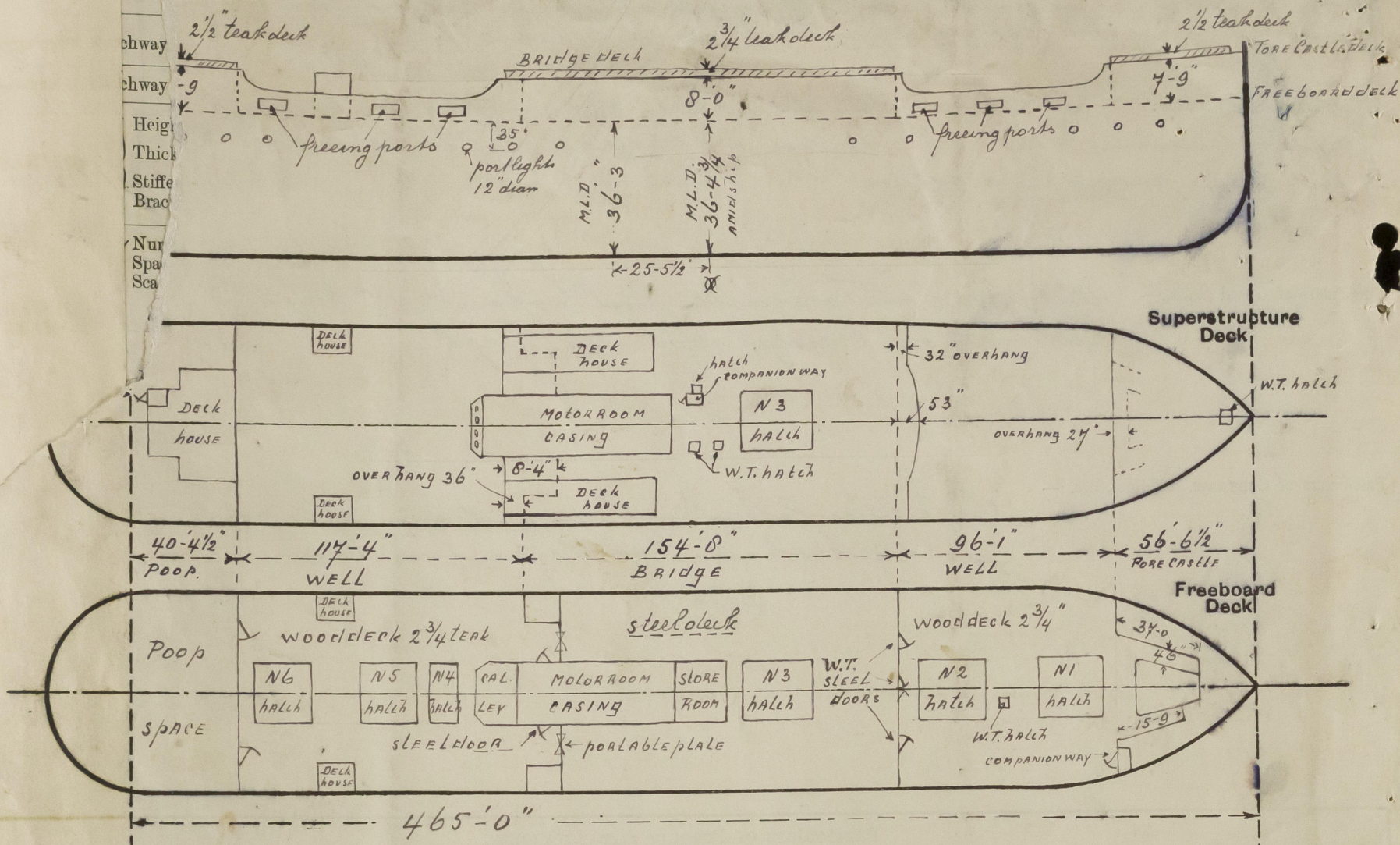
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	10 x 3 1/2 x .46	.40	6 x 3 x .42	36	angle lugs top and bottom	24 x 69"	8"	7'-9"
Raised Quarter Deck Bulkhead	10 x 3 1/2 x .46	.24	3 x 2 1/2 x .28	36	none	5'-0" x 5'-11"	6"	8'-0"
Bridge, After Bulkhead	10 x 3 1/2 x .46	.40	9 x 3 1/2 x .56	27 to 30	angle lugs top and bottom	2'-6" x 5'-7"	13	8'-0"
Bridge, Forward Bulkhead	10 x 3 1/2 x .46	.24	2 1/2 x 2 1/2 x .28	30	none	3'-10" x 7'-9"	none	7'-9"
Forecastle Bulkhead	10 x 3 1/2 x .46	.24	2 1/2 x 2 1/2 x .28	30	none	3'-10" x 7'-9"	none	7'-9"
Trunk, Aft	10 x 3 1/2 x .46	.24	2 1/2 x 2 1/2 x .28	30	none	3'-10" x 7'-9"	none	7'-9"
Trunk, Forward	10 x 3 1/2 x .46	.24	2 1/2 x 2 1/2 x .28	30	none	3'-10" x 7'-9"	none	7'-9"
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	10 x .50	.30	4 x 2 1/2 x .30	.32"	continuous	3'-0" x 4'-10"	22	8'-0"
Exposed Machinery Casings on Superstructure Decks	10 x .34	.30	4 x 2 1/2 x .30	.32"	" " "	none	"	7'-9"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	10 x .50	.30	4 x 2 1/2 x .30	.32"	" " "	none	"	8'-0"

## Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	Steel hinged doors capable of being closed and operated from both sides
Raised Quarter Deck Bulkhead	"
Bridge, After Bulkhead	Castable plates fastened with both bolts spaced 14" apart not passing through the bulkhead
Bridge, Forward Bulkhead	Steel hinged W.T. doors capable of being manipulated from one side
Forecastle Bulkhead	Openings not closed (open gangway see sketch)
Exposed Machinery Casings on Freeboard or Raised Quarter Decks	Steel hinged doors capable of being closed and operated from both sides
Exposed Machinery Casings on Superstructure Decks	no openings
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	no openings
Deckhouses on Flush Deck Ships	



the bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



$$\begin{aligned} \text{Bridge } 154.64 \\ \text{Recess } \frac{11.5 \times 5.33 \times 2}{61.5} &= \frac{1.98}{152.69} \end{aligned}$$

$$\begin{aligned} \text{Forecastle } 56.54 \\ \text{Recess } \frac{2.25 \times 19}{50} &= \frac{4.91}{51.63} \\ \frac{52.73 \times 3.88}{50} &= 4.91 \end{aligned}$$

The vessel has been examined afloat

State any special features in the construction of the ship:—

Builder's name and yard number N. V. Nederlandsche Scheeps Maats Yard N:

Names of sister ships M. V. "TAWALI", TANIMBAR and TAJANDEEN

Owners N. V. Stoomvaart Maats Nederland.

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