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Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Promised
(Ex Jackson Muller)
38927

Ship's Name JALAKETU S.S. "DAULTON MANN"	Official Number 172607 Not assigned	Nationality and Port of Registry British Bombay	Gross Tonnage 7180 7176	Date of Build 1944	Port of Survey Baltimore, Maryland
Moulded Dimensions: Length 417.73 Breadth 56.9 Depth 37.33					Date of Survey 4th March, 1947, and subsequently
Moulded displacement at moulded draught = 85 per cent. of moulded depth T/1 at 26' = 48.1, at 27' = 48.85, at 28' = 48.8 Coefficient of fineness for use with Tables .768					Surveyor's Signature <i>J. McInnes</i>
					Particulars of Classification 100 A1 contemplated

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 37.33	(a) Where D is greater than Table depth (D - Table depth) R = $(37.39 - 27.85) \times 3 = +28.62$	Moulded Breadth (B) 56.90
Stringer plate71	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = 9.54	Standard Round of Beam = $\frac{B \times 12}{50} = 13.65$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 14.05
Depth for Freeboard (D) = 37.39		Difference .40
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.40}{4} = -.10$

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 ...					
F'cle enclosed ...					
„ overhang ...					
Trunk aft ...					
„ forward ...					
Tonnage opening aft ...					
„ „ forward ...					
Total ...					

No Superstructures

Standard Height of Superstructure _____

„ „ R.Q.D. _____

Deduction for complete superstructure _____

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

„ „ $\frac{S_1}{L} =$ _____

„ „ $\frac{E}{L} =$ _____

Percentage from Table, Line A.
(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 = *Nil.*

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	51.77	1		51.77	54.22	54.12	1		54.12
$\frac{1}{8}$ L from A.P. ...	23.04	4		92.16	24.00	24.00	4		96.00
$\frac{2}{8}$ L „ ...	5.69	2		11.38	5.00	5.00	2		10.00
Amidships ...	-	4		-	-	-	4		-
$\frac{2}{8}$ L from F.P. ...	11.39	2		22.78	11.75	11.75	2		23.50
$\frac{1}{8}$ L „ ...	46.08	4		184.32	47.75	47.75	4		191.00
F.P. ...	103.55	1		103.55	105.37	105.37	1		105.37
Total ...				465.96					479.99

Mean actual sheer aft = *Excess.*
Mean standard sheer aft

Mean actual sheer forward = *Excess.*
Mean standard sheer forward

Length of enclosed superstructure forward of amidships = *Flush!*
„ „ aft of „ = *Deck.*

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75-S}{2L} \right) = \frac{14.03}{14} \times 75 = -.58$
If limited on account of midship superstructure.

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

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

Depth to Freeboard Deck = **37.39**
Summer freeboard = **9.73**
Moulded draught (d) = **27.66**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **6.92** = **7**

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line

T =

Deduction = $\frac{\Delta}{40T}$ inches = **7.14**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{768+68}{1.56} = \frac{1.448}{1.56}$

Depth Correction	28.62	-
Deduction for superstructures	-	-
Sheer correction	-	.58
Round of Beam correction	-	.10
Correction for Thickness of Deck amidships	-	-
Other corrections, scantlings, etc.	-	-

Summer Freeboard = **116.69**

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

Tropical Fresh Water Line above Centre of Disc ... **1'-2 1/4"**
Fresh Water Line „ „ ... **7 1/4"**
Tropical Line „ „ ... **7"**
Winter Line below „ „ ... **7"**
Winter North Atlantic Line „ „ ... **7"**

Tropical Fresh Water Freeboard ... **9'-8 3/4"**
Fresh Water „ „ ... **8'-6 1/2"**
Tropical „ „ ... **9'-1 1/2"**
Winter „ „ ... **9'-1 3/4"**
Winter North Atlantic „ „ ... **10'-3 3/4"**

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.

Not to be copied

Trade of ship General Freighter

Names of sister ships Liberty Ships

Builder's name and yard number Permanente Corporation (Shipyard No. 1), Richmond, California - Yard No. 2136

Owners Scindia Steam Navigation Company - Bombay

Fee £ \$100



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