

Owners C11

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)				
Ship's Name <i>"Joan"</i> <i>Dumb Tank Barge for</i> <i>United Indulasses Co.</i> <i>Doogdok Maatschappij Sourabaya</i> <i>lard No. 413.</i>	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
Port of Survey _____				
Date of Survey <i>19.9.58</i>				
Surveyor's Signature _____				
Particulars of Classification <i>100. A1. Barge.</i> <i>CPIB Limited Service</i>				
Moulded Dimensions: Length	Breadth	Depth		
Freeboard Length	<i>38.750 m</i>	<i>8.0 m</i>	<i>2.25 m.</i>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons (excluding bossing)				
Coefficient of fineness for use with Tables <i>0.90 assumed</i>				

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 2.250	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 8.0 m
Stringer plate	8.7 m/m 0.09		Standard Round of Beam = $\frac{B \times 12}{50} = 160 \text{ m/m}$
Wood Sheathing on exposed deck		(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = assumed
T $\left(\frac{L-S}{L}\right) =$		8.33 (2.583 - 2.259) 9.784 = -26 m/m	Difference 120 - 40
Depth for Freeboard (D) =	2.259	If restricted by superstructures Yes. — NIL	Restricted to
			Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{40}{4} \times 3226 \text{ NIL}$

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Peep enclosed ...					
" overhang ...					
R.Q.D. enclosed ...	7.050	7.050	0.610	$\times \frac{.610}{1.830}$	4.452
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	6.700	6.700	0.610	$\times \frac{.610}{1.830}$	2.233
" overhang ...					
Trunk aft ...	—	12.500	0.610	$\times \frac{.610}{1.830}$	4.167
" forward }	—				
Tonnage opening aft ...					
" " forward ...					
Total ...	13.750	26.250			10.852

Standard Height of Superstructure 1.830 m.

" " R.Q.D. 0.966 m.

Deduction for complete superstructure 476 mm.

Percentage covered $\frac{S}{L} = 35.49$

" " $\frac{S_1}{L} = 67.74$

" " $\frac{E}{L} = 28.01$

Percentage from Table, Line A. TANKER 19.61

(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 = $476 \times .1961 = - 93 \text{ mm}$

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	577	1	577			1	
$\frac{1}{2}$ L from A.P. ...	256	4	1024			4	
$\frac{3}{4}$ L " ...	64	2	128			2	
Amidships ...	0	4	0		0	4	0
$\frac{3}{4}$ L from F.P. ...	128	2	256			2	
$\frac{1}{2}$ L " ...	513	4	2052			4	
F.P. ...	1151	1	1151			1	
Total ...			5188				

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{5188}{18} \left(.75 - \frac{1775}{577} \right) = +165 \text{ m/m}$

If limited on account of midship superstructure.

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
" " aft of " =

Deficient 100%

NIL.

TABULAR FREEBOARD corrected for Flush Deck (if required)					323 ✓
Correction for coefficient					375 ✓
$\frac{.90 \times .68}{1.36} = \frac{1.58}{1.36} \checkmark$					
Depth Correction	
Deduction for superstructures	93 ✓
Sheer correction	165 ✓
Round of Beam correction	3
Correction for Thickness of Deck amidships	-
Other corrections, scantlings, etc.	-
$\frac{168}{1.36} = 123.53 \checkmark$					
Summer Freeboard =					450

Tropical Fresh Water Line above Centre of Disc	Tropical Fresh Water Freeboard
Fresh Water Line	"	"	Fresh Water
Tropical Line	"	"	Tropical
Winter Line below	"	"	Winter
Winter North Atlantic Line	"	"	Winter North Atlantic

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 Raised Q. Dk.

$\begin{array}{rcl} \text{QRS. to fr. 0} & = & 0.250 \\ 0 - 12 & = & 12 @ 400 = 4.800 \\ 12 - 16 & = & 4 @ 500 = 2.000 \\ & & \underline{7.050} \checkmark \end{array}$

Length Forecastle:-

$\begin{array}{rcl} \text{Fr. 66 - 69} & = & 3 @ 500 = 1.500 \\ 69 - 82 & = & 13 @ 400 = 5.200 \\ & & \underline{6.700} \checkmark \end{array}$

check on Length:-

$\begin{array}{rcl} \text{QRS - 0} & = & 0.250 \\ 0 - 12 & = & 12 @ 400 = 4.800 \\ 12 - 69 & = & 57 @ 500 = 28.500 \\ 69 - 81 & = & 12 @ 400 = 4.800 \\ & & \underline{38.350} \end{array}$

Sub'd L taken as 38.750

less 38.350

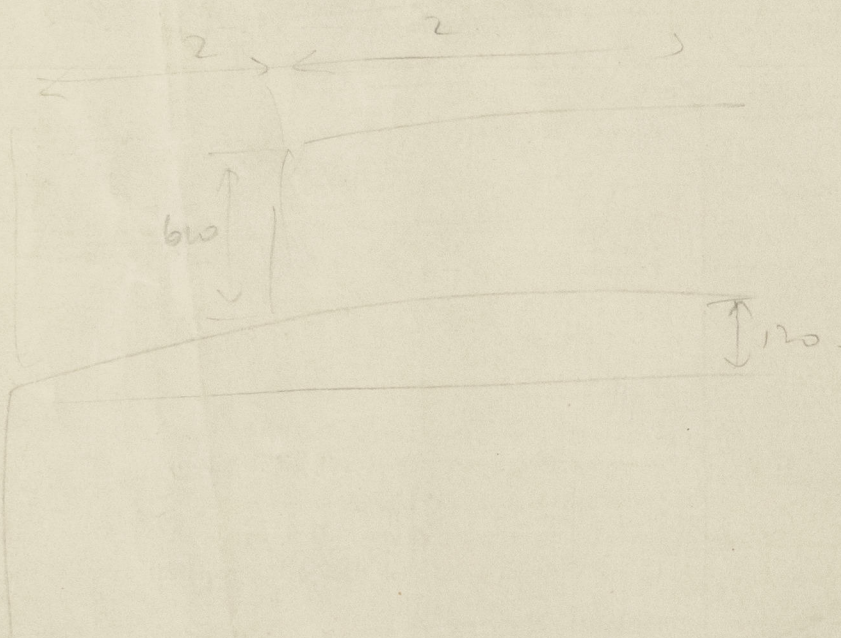
\therefore Frame 81-82 = 400 m/m.

Length Lunk.

Fr. 16 - 66 = 50 @ 500 = 25.000 ✓

correct for breadth = $25 \times \frac{4}{8} = 12.500 \text{ m.}$

Equiv L. limit = 12.500 m. ✓



Trade of ship _____

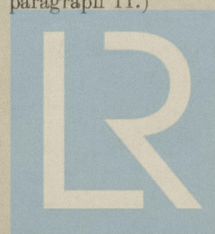
Names of sister ships _____

Builder's name and yard number _____

Owners _____

Fee £ : : _____

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



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