

For LONDON OFFICE ONLY

● LLOYD'S REGISTER OF SHIPPING SURVEYS FOR FREEBOARD (COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER~~)

Received

Index No.

Govt. Copy

Owners C11

Ship's Name "AUNG TEZA"	Official Number 178.81 FT.	Nationality and Port of Registry Burmese. Rangoon.	Gross Tonnage 999.37	Date of Build 1960	Port of Survey Hiroshima
Moulded Dimensions: Length 54.5 M. Breadth 9.70 M. Depth 3.80 M.					Date of Survey Whilst Building
Freeboard Length 54.5 M. to Cr. of Rudder Stock					Surveyor's Signature <i>AM Lean</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1121.95 M³ tons					Particulars of Classification 100 A1 (CONTEMPLATED)
Coefficient of fineness for use with Tables .660 (.657 ACTUAL)					

DEPTH FOR FREEBOARD (D). FT.	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... 12.47	(a) Where D is greater than Table depth (D-Table depth) R = (12.61-11.92)1.376 = .95	Moulded Breadth (B) 9.70 M. 31.82 FT.
Stringer plate ... 9.5 mm. .03	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = .69	Standard Round of Beam = $\frac{B \times 12}{50} =$ 7.64 ins
Wood Sheathing on exposed deck 6.5 mm.	If restricted by superstructures /	Ship's Round of Beam = 195 mm. = 7.68 ins
$T \left(\frac{L-S}{L} \right) = 65 \left(\frac{54.50-27.150}{54.50} \right) = 1.28$		Difference .04
Depth for Freeboard (D) = 12.61		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.04}{4} (1 - .4798) = .01$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) FT.	Equivalent Enclosed Length (S ₁) FT.	Height	Height Correction	Effective Length (E)
Poop enclosed See Sketch	3.61	3.61	7.87	2.4 M	3.61
" overhang	.98	.49			.49
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft See				2.4 M	
" overhang forward					
Fore enclosed See Sketch	81.53	81.53	7.87		81.53
" overhang	0.33	0.17			0.17
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	86.45	85.80			85.80

Standard Height of Superstructure **6.0 FT.**

" " R.Q.D. **/**

Deduction for complete superstructure **23.88 ins.**

Percentage covered $\frac{S}{L} =$ **48.35**

" " $\frac{S_1}{L} =$ **48.98**

" " $\frac{E}{L} =$ **30.29**

Percentage from Table, Line A. = **30.29** (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 = **23.88 x 30.29 = 7.23**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate INS	Effective Ordinate INS	S M	Product
A.P.	27.88	1	27.88	.650 M	25.59	1	25.59
$\frac{1}{2}L$ from A.P.	12.41	4	49.64	.290 M	11.42	4	45.68
$\frac{3}{4}L$	3.07	2	6.14	.067 M	2.64	2	5.28
Amidships	0	4	0	0	0	4	0
$\frac{3}{4}L$ from F.P.	6.13	2	12.26	.081 M	3.19	2	6.38
$\frac{1}{2}L$	24.81	4	99.24	.467 M	18.39	4	73.56
F.P.	55.76	1	55.76	.097 M	43.19	1	43.19
Total			250.92				199.68

Mean actual sheer aft = **25.59**

Mean standard sheer aft = **25.59**

Mean actual sheer forward = **11.42**

Mean standard sheer forward = **11.42**

Length of enclosed superstructure forward of amidships = **6.38**

" " aft of " = **73.56**

DEFICIENT SHEERS.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{51.24}{18} (.75 - .2419) = 1.48$

If limited on account of midship superstructure. **51.24**

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft. **51.24**

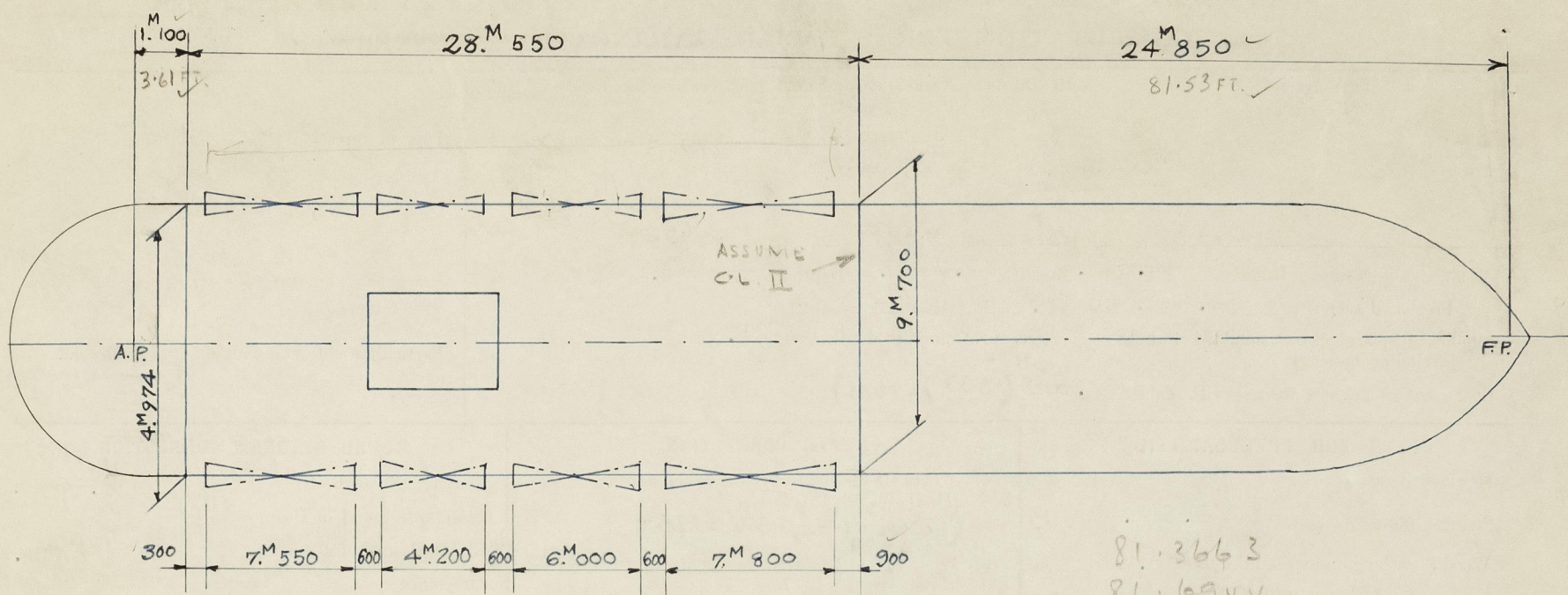
<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = 12.72 Ft.</p> <p>Summer freeboard = 1.73</p> <p>Moulded draught (d) = 10.99</p> <p>Keel allowance = /</p> <p>Extreme draught = /</p> <p>Deduction for Tropical freeboard and addition for = /</p> <p>Winter freeboard = $\frac{d}{4}$ inches = 2.75 = 2$\frac{3}{4}$</p> <p>Addition for Winter North Atlantic Freeboard (if required) = 2$\frac{3}{4}$ + 2$\frac{3}{4}$ = 4$\frac{3}{4}$</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line 1218 M.T.</p> <p>Tons per inch immersion at summer load water line 4.43</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = 68.72 mm. = 2$\frac{3}{4}$</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient NONE</p> <p>Depth Correction95</p> <p>Deduction for superstructures ... 7.23</p> <p>Sheer correction ... 1.48</p> <p>Round of Beam correction001</p> <p>Correction for Thickness of Deck amidships ... 1.18</p> <p>Other corrections, scantlings, etc. To ... 4.76</p> <p>CORRESPOND WITH A S.M. DRAUGHT OF 10.99 FT.</p> <p>8.38 7.24 + 1.13</p> <p>Summer Freeboard = 20.75</p>	<p>INS.</p> <p>19.62</p> <p>30/6/60</p>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	5 $\frac{1}{2}$ "	Tropical Fresh Water Freeboard	...	1 $\frac{1}{2}$ "
Fresh Water Line	"	2 $\frac{3}{4}$ "	Fresh Water	"	1 $\frac{1}{2}$ "
Tropical Line	"	2 $\frac{3}{4}$ "	Tropical	"	1 $\frac{1}{2}$ "
Winter Line	below	2 $\frac{3}{4}$ "	Winter	"	1 $\frac{1}{2}$ "
Winter North Atlantic Line	"	4 $\frac{3}{4}$ "	Winter North Atlantic	"	2 $\frac{1}{2}$ "

Hung. Teza.

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.



81.3663
81.6944
163.0607
81.53

24.850
900
1.450
27.150

Mld. Drafts.	(incl. shell).	T.P.C. (T.P.1)
3.30 M	1186.00 K.T.	4.40 1.73
3.35 M	1208.00 K.T.	4.42 1.74
3.40 M	1235.00 K.T.	4.44 1.75

Trade of ship International

Names of sister ships None

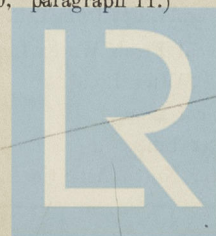
Builder's name and yard number Ujina Zosen K.K., Hiroshima, Japan. No.351

Owners Union of Burma Shipping Board.

Fee £ : :

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

Midships Section (Approved)
Construction Profile (Copy of Approved)
General Arrangement.
Hydrostatic Curves.



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