

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "JALAPRATAP"	Official Number 191983	Nationality and Port of Registry INDIAN BOMBAY CALCUTTA	Gross Tonnage 5103	Date of Build NOW BUILDING	Port of Survey VIZAGAPATAM, S. INDIA.
Moulded Dimensions: Length 400' 0" B.P. Breadth 51' 9" Depth 30' 6" FREEBOARD LENGTH 400' 6 5/8" Moulded displacement at moulded draught = 85 per cent. of moulded depth 11742 tons Coefficient of fineness for use with Tables .765					Date of Survey WHILST BUILDING.
Surveyor's Signature <i>J. S. Sathian</i>					Particulars of Classification 100 A1.

DEPTH FOR FREEBOARD (D). Moulded depth ... 30.5 Stringer plate ... (.40) .4403 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 30.53	DEPTH CORRECTION. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = +11.52$ (b) Where D is less than Table depth (if allowed) $(\text{Table depth} - D) R =$ If restricted by superstructures	ROUND OF BEAM CORRECTION. Moulded Breadth (B) 51.75 Standard Round of Beam = $\frac{B \times 12}{50} = 12.42$ Ship's Round of Beam = 13 Difference + .58 Restricted to Correct $\Delta = \frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.58}{4} \times .4556 = -.07$
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DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	40.64	40.64	7' 6"		40.64
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	144.63	144.63	8' 0"		144.67
" overhang aft					
" overhang forward					
F'cle enclosed	30.49	30.49	7' 3"	7.25/7.5	29.47
" overhang	2.25	2.25			2.17
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	218.05	218.05			216.95

Standard Height of Superstructure **7.50**
 " " R.Q.D. **-**
 Deduction for complete superstructure **42.00**
 Percentage covered $\frac{S}{L} = 54.44$
 " " $\frac{S_1}{L} = 54.16$
 " " $\frac{E}{L} = 54.16$
 Percentage from Table, Line A.
 (corrected for absence of forecastle (if required))
 Percentage from Table, Line B. **40.16**
 (corrected for absence of forecastle (if required))
 Interpolation for bridge less than .2L (if required)
 Deduction = $42.00 \times .4016 = -16.87$

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P.	50.05	1		50.05	57	57.00	1
1/4 L from A.P.	22.24	4		89.08	25 2/3	25.33	4
1/2 L	5.56	2		11.01	6 2/3	6.33	2
Amidships		4					4
3/4 L from F.P.	44.88	2		22.02	12 2/3	12.66	2
1/4 L	44.88	4		178.16	50 2/3	50.66	4
F.P.	100.10	1		100.10	114	114.00	1
Total				450.42			512.94

Mean actual sheer aft
 Mean standard sheer aft = **Even.**
 Mean actual sheer forward
 Mean standard sheer forward = **Even.**
 Length of enclosed superstructure forward of amidships = **7.1**
 " " aft of " = **7.1**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{62.52(75 - 2722)}{18} = -1.66$
 If limited on account of midship superstructure.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 30.54 Summer freeboard = 5.75 Moulded draught (d) = 24.79 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.19 = 6 1/4 Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line 11224 $\Delta = 25.0 - 11355$ Tons per inch immersion at summer load water line 41.59 $T = 25.0 - 41.66$ $T = 24.0 - 41.37$ Deduction = $\frac{\Delta}{40 T}$ inches = 6 3/4	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 1.445 Depth Correction ... 11.52 Deduction for superstructures ... 16.87 Sheer correction ... 1.66 Round of Beam correction07 Correction for Thickness of Deck amidships ... Other corrections, scantlings, etc. ... Summer Freeboard = 69.06
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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	1.3	Tropical Fresh Water Freeboard	1.3
Fresh Water Line	6 3/4	Fresh Water	2 1/4
Tropical Line	6 3/4	Tropical	2 3/4
Winter Line below	6 3/4	Winter	2 3/4
Winter North Atlantic Line	1	Winter North Atlantic	1

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.

COMPUTATION FOR STEAMER TANKING

NAME OF SHIP: JALAPUTRA
 TYPE OF SHIP: GENERAL CARGO
 BUILDING: SCINDIA STEAM NAVIGATION CO. LTD.
 OWNERS: GOVERNMENT OF INDIA

DETAILED PARTICULARS OF SHIP'S TANKING

Capacity of tanks for oil or other liquid cargo (in tons): 100.00
 Capacity of tanks for other liquid cargo (in tons): 100.00
 Capacity of tanks for solid cargo (in tons): 100.00

DETAILED PARTICULARS OF SHIP'S TANKING

Capacity of tanks for oil or other liquid cargo (in tons): 100.00
 Capacity of tanks for other liquid cargo (in tons): 100.00
 Capacity of tanks for solid cargo (in tons): 100.00

Item	Capacity (tons)	Weight (tons)	Volume (cubic feet)
Oil	100.00	100.00	100.00
Other liquid cargo	100.00	100.00	100.00
Solid cargo	100.00	100.00	100.00
Total	300.00	300.00	300.00

Item	Capacity (tons)	Weight (tons)	Volume (cubic feet)
Oil	100.00	100.00	100.00
Other liquid cargo	100.00	100.00	100.00
Solid cargo	100.00	100.00	100.00
Total	300.00	300.00	300.00

42963

Trade of ship: GENERAL CARGO

Names of sister ships: "JALAPUTRA" "JALAPUSHPA" / NOT BUILT

Builder's name and yard number: SCINDIA STEAM NAVIGATION CO. LTD. VC. III/65

Owners: GOVERNMENT OF INDIA

Fee £: .



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