

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

18 AUG 1953

17 AUG 1953

Ship's Name NABURI	Official Number ✓	Nationality and Port of Registry Indonesian JAKARTA	Gross Tonnage ✓	Date of Build 1953	Port of Survey TRIESTE
Moulded Dimensions: Length 160.79^T Breadth 30.85^T Depth 9.71^T <small>{ 16.58^T to shelter 5th 9.71^T to main 5th</small>					Date of Survey During construction
Moulded displacement at moulded draught = 85 per cent. of moulded depth 1509 <small>To shelter 5th 808 To main 5th</small>					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables _____					Particulars of Classification 100 A 1 <i>class contemplated</i>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 9.71^T	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 30.85^T
Stringer plate 0.022^T	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = 0.66^T
Depth for Freeboard (D) = _____		Difference _____
		Restricted to _____
		Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L} \right) =$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) FEET	Equivalent Enclosed Length (S ₁)	Height FEET	Height Correction	Effective Length (E)
Poop enclosed	39.70		6.90		
" overhang	✓		✓		
R.Q.D. enclosed	39.70		3.92		
" overhang	✓		✓		
Bridge enclosed <small>upper on shelter 5th</small>	10.83		6.90		
" overhang aft	30.71		6.90		
" overhang forward	✓		✓		
F'cle enclosed <small>(shelter 5th)</small>	✓		6.90		
" overhang	✓		6.90		
Trunk aft	✓		✓		
" forward	✓		✓		
Tonnage opening aft	5.42		6.90		
" " forward	✓		✓		
Total					

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 = _____

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate inches	Effective Ordinate	S M	Product
A.P.		1		18.898	✓	1	
$\frac{1}{2}L$ from A.P.		4		7.087	✓	4	
$\frac{3}{8}L$ "		2		1.181	✓	2	
Amidships		4		✓	✓	4	
$\frac{3}{8}L$ from F.P.		2		5.906	✓	2	
$\frac{1}{2}L$ "		4		22.441	✓	4	
F.P.		1		44.832	✓	1	
Total							

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 " = _____

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

If limited on account of midship superstructure. _____

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

<p>Deduction for Tropical Freeboard.</p> <p>Addition for Winter and Winter North Atlantic Freeboard.</p> <p>Depth to Freeboard Deck = _____ Ft.</p> <p>Summer freeboard = _____</p> <p>Moulded draught (d) = _____</p> <p>Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = _____</p> <p>Addition for Winter North Atlantic Freeboard (if required) = _____</p>	<p>Deduction for Fresh Water.</p> <p>Displacement in salt water at summer load water line</p> <p>$\Delta = 958$ <small>tons</small></p> <p>Tons per inch immersion at summer load water line</p> <p>$T = 9.65$</p> <p>Deduction = $\frac{\Delta}{40 T}$ inches = _____</p>	<p>TABULAR FREEBOARD corrected for Flush Deck (if required)</p> <p>Correction for coefficient</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td></td> <td style="text-align: center;">+</td> <td style="text-align: center;">-</td> </tr> <tr> <td>Depth Correction</td> <td></td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td></td> </tr> <tr> <td>Sheer correction</td> <td></td> <td></td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> </tr> <tr> <td colspan="3" style="text-align: center;">Summer Freeboard = _____</td> </tr> </table>		+	-	Depth Correction			Deduction for superstructures			Sheer correction			Round of Beam correction			Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.			Summer Freeboard = _____		
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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	Tropical Fresh Water Freeboard
Fresh Water Line " "	Fresh Water " "
Tropical Line " "	Tropical " "
Winter Line below " "	Winter " "
Winter North Atlantic Line " "	Winter North Atlantic " "



008587-008596-0099

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.

Trade of ship *stated to be "creeching service"* *43894*
44073
44009

Names of sister ships *NAIRA - NUKAHA - NURAGE - NAIKO*

Builder's name and yard number *CANTIERI RIUNITI DELL'ADRIATICO yard n.° 1785*

Owners *REPUBLIC OF INDONESIA*

Fee £ *see 1st quantity*