

28 JUL 1953

Index No. 44108
(For London Office only.)

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

No 36562

Ship's Name "BELATIK" BAJAN	Official Number	Nationality and Port of Registry INDONESIAN DJAKARTA	Gross Tonnage 195 193	Date of Build 1953	Port of Survey ROTTERDAM
Moulded Dimensions: Length 35.00 m Breadth 6.50 m Depth 2.959 m					Date of Survey whilst building
Moulded displacement at moulded draught = 85 per cent. of moulded depth 360 m ³ (excluding bossing)					Surveyor's Signature <i>K. Van Luffela</i>
Coefficient of fineness for use with Tables 68 (Actual 62.9)					Particulars of Classification + 100A1 for service in the Indonesian Archipelago

DEPTH FOR FREEBOARD (D). mm	
Moulded depth	2959
Stringer plate	8
Sheathing on exposed deck	50
$T \left(\frac{L-S}{L} \right) = 50 \times \frac{20.45}{35}$	29
Depth for Freeboard (D) =	2.996

DEPTH CORRECTION.	
(a) Where D is greater than Table depth (D-Table depth) R =	8.33(2.996-2.334) 8.838 = +49 mm.
(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	
If restricted by superstructures	✓

ROUND OF BEAM CORRECTION.	
Moulded Breadth (B)	6500
Standard Round of Beam = $\frac{B \times 12}{50}$	130
Ship's Round of Beam	130
Difference	NIL
Restricted to	
Correction = $\frac{\text{Diff}^\circ}{4} \times \left(1 - \frac{S_1}{L}\right)$	NIL

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	10.000	10.000	2.100	-21	10.000
" overhang aft					
" overhang forward					
F'cle enclosed	3.650	3.650	1.800	-29	3.532
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	13.650	13.650			13.532

Standard Height of Superstructure	1.830
" " R.Q.D.	
Deduction for complete superstructure	4.44
Percentage covered $\frac{S}{L} =$	39.00
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	38.67
Percentage from Table, Line A.	22.37
(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 = .2237 x 4.44 =	-99 mm.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	546	1	546	400	400	400	1	400	
$\frac{1}{2}$ L from A.P. ...	243	4	972	145	145	145	4	580	
$\frac{3}{8}$ L " ...	61	2	122	11	11	11	2	22	
Amidships ...	-	4	-	0			4	-	
$\frac{3}{8}$ L from F.P. ...	121	2	242	134	121	121	2	242	
$\frac{1}{2}$ L " ...	485	4	1940	481	481	481	4	1948	
F.P. ...	1091	1	1091	1091	1095	1095	1	1095	
Total ...			4913					4287	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75-S}{2L} \right) = \frac{626(.75-.195)}{18} = +19 \text{ mm.}$
If limited on account of midship superstructure.

Mean actual sheer aft = Deficient 59.54 %
Mean standard sheer aft =

Mean actual sheer forward = Excess
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = Deficient 5.2 m
" " aft of " = 4.5

Service trim 300 mm
Sheer measured from line parallel to service waterline
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard.	
Addition for Winter and Winter North Atlantic Freeboard.	
Depth to Freeboard Deck	3.014 m
Summer freeboard	1.020
Moulded draught (d)	1.997
Keel allowance	
Extreme draught	
Deduction for Tropical freeboard and addition for	
Winter freeboard = $\frac{d}{4}$ inches =	4 cm.
Addition for Winter North Atlantic Freeboard (if required) =	

Deduction for Fresh Water.	
Displacement in salt water at summer load water line	276 tons
$\Delta =$	
Tons per inch immersion at summer load water line	1.77
Deduction = $\frac{\Delta}{40 T}$ inches	4 cm.

TABULAR FREEBOARD corrected for Flush Deck (if required)	
Correction for coefficient	NIL
Depth Correction	49
Deduction for superstructures	99
Sheer correction	19
Round of Beam correction	
Correction for Thickness of Deck amidships	21
Other corrections, scantlings, etc. to	738
Summer Freeboard =	1020

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

Tropical Fresh Water Line above Centre of Disc	3 cm.	Tropical Fresh Water Freeboard	94
Fresh Water Line	4 cm.	Fresh Water	98
Tropical Line	4 cm.	Tropical	98
Winter Line below	Not Assigned	Winter	Not Assigned
Winter North Atlantic Line	Not Assigned	Winter North Atlantic	Not Assigned

Belatik

Belatik.

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.

Service trim 300 mm

Moulded draught fwd. 1030 mm

" " aft 2130 mm

Sheep aft

Standard

546	1	546
243	3	729
61	3	183
		<u>1468</u>

Actual

400	400
145	435
11	33
<u>868</u>	

$\frac{868}{1468} = 59.54\%$

Sheep forward

Standard

1091	1	1091
485	3	1455
121	3	363
		<u>2909</u>

Actual

1091	1091
481	1443
134	402
<u>2936</u>	

Excess = 27.

Allowed Sheel =

$2909 + 27 \times \frac{9.64}{25} = 2919.30$

Effective Sheel forward.

121	485	1091	x	$\frac{2919.3}{2909}$
<u>2707</u>				
= 121	484	1098		

Trade of ship INDONESIAN ARCHIPELAGO

Names of sister ships BEO, BETTET, BABUT, BANGO (minor differences)

Builder's name and yard number N.V. JANSSEN - DRUTEN J129

Owners INDONESIAN GOVERNMENT

Fee f 121.-

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