

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received _____
 Index No. 44075
 Govt. Copy _____
 Owners C11 _____

Ship's Name INDARI	Official Number	Nationality and Port of Registry INDONESIAN. DJAKARTA.	Gross Tonnage 281	Date of Build 1953.	Port of Survey <u>TRIEST</u>
Moulded Dimensions: Length <u>40.0 m.</u> Breadth <u>4.50 m.</u> Depth <u>3.002 m.</u>					Date of Survey <u>during construction</u>
Freeboard Length _____					Surveyor's Signature <u>Alex. M. Hopkins</u>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>495</u> tons (excluding bossing)					Particulars of Classification <u>100.A.1.</u>
Coefficient of fineness for use with Tables <u>.68 (ACTUAL .641)</u>					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	3.002	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	4.5
Stringer plate	7.5 mm	8.33(3.039-2.667)10.101 = 31 mm.		Standard Round of Beam = $\frac{B \times 12}{50}$	150 mm
Wood Sheathing on exposed deck	50	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	150 mm
$T \left(\frac{L-S}{L} \right) = 50 \times .5811$	29			Difference	NIL
Depth for Freeboard (D) =	3.039	If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$	NIL

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed OPEN					
" overhang					
R.Q.D. enclosed	8.933	4.467	2.103		4.467
" overhang					
Bridge enclosed OPEN					
" overhang aft					
" overhang forward					
F'cle enclosed EQUIV.	1.061	1.061	2.103		1.061
" overhang	.763	.382	2.103		.382
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	16.754	11.910			11.910

Standard Height of Superstructure	1830
" " R.Q.D.	
Deduction for complete superstructure	486
Percentage covered $\frac{S}{L} =$	41.89
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	29.78
Percentage from Table, Line A.	14.89
(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 =	486 x .1489 = -72 mm.

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P.	584	1	584	500	500	1	500
$\frac{1}{8}L$ from A.P.	261	4	1044	210	210	4	840
$\frac{2}{8}L$ "	65	2	130	50	50	2	100
Amidships	0	4	0	0	0	4	0
$\frac{3}{8}L$ from F.P.	131	2	262	120	120	2	240
$\frac{4}{8}L$ "	522	4	2088	440	440	4	1760
F.P.	1174	1	1174	1000	1000	1	1000
Total			5285				4440

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{845}{18} \left(.75 - \frac{2095}{5405} \right) = +25 \text{ mm.}$
 If limited on account of midship superstructure.

Mean actual sheer aft =
 Mean standard sheer aft = } Deficient

Mean actual sheer forward =
 Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } Deficient
 " " aft of " = } Shear.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck	3060
Summer freeboard	550
Moulded draught (d)	2510
Keel allowance	
Extreme draught	
Deduction for Tropical freeboard and addition for	

Winter freeboard = $\frac{d}{48} = 52 \text{ mm} = 5 \text{ cm}$

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line	
$\Delta =$	
Tons per inch immersion at summer load water line	
T =	
Deduction = $\frac{\Delta}{40 T}$ inches	
	5 cm.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction	31	-
Deduction for superstructures	-	42
Sheer correction	25	-
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	21	-
Other corrections, scantlings, etc. compatible to Summer moulded draught of	210	
	281	42
		+215

Summer Freeboard = 550.

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

Tropical Fresh Water Line above Centre of Disc	10 cm	Tropical Fresh Water Freeboard	55 cm
Fresh Water Line	5 cm	Fresh Water	50 cm
Tropical Line	5 cm	Tropical	50 cm
Winter Line below	5 cm	Winter	60 cm
Winter North Atlantic Line	Not Assigned	Winter North Atlantic	Not Assigned

Indari.

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.

Forecastle

enclosed at side : 5.483

$$+ \frac{2.341(2.639 + 1.50)}{6.138} = 1.578$$

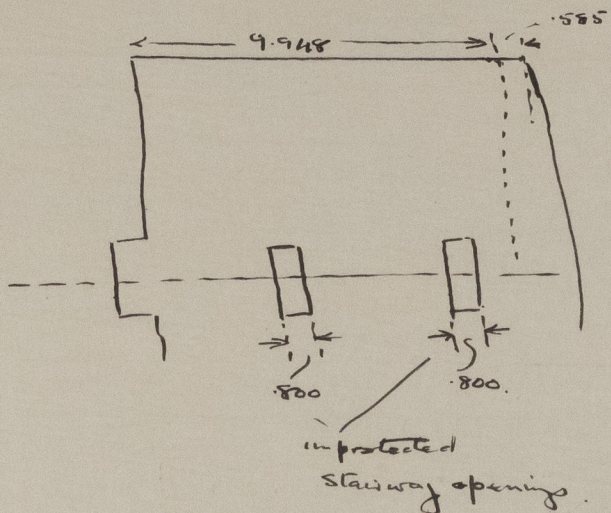
7.061.

$$O/H = 7.824 - 7.061 = .763.$$

Bridge

$$\begin{aligned} \text{at side} &= 9.948 + .585 \\ &= 10.533. \end{aligned}$$

$$\begin{aligned} \text{less } 2 \times .800 &= \frac{1.600}{8.933.} \end{aligned}$$



Trade of ship

Coasting Service.

Names of sister ships

INIS. INTATA.

Builder's name and yard number

Cantieri Navale Giuliano

San Givito Trieste No 34.

Owners

Republic of Indonesia.

Fee £

: : :

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



© 2021

Lloyd's Register
Foundation