

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received 44076
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 Owners C11

Ship's Name LOSANCI Official Number Nationality and Port of Registry INDONESIAN. DJAKARTA. Gross Tonnage 282 Date of Build 1953

Port of Survey TRIESTE

Date of Survey DURING CONSTRUCTION

Surveyor's Signature ALEX. M. HOPKINS

Particulars of Classification 100.A.1.

Moulded Dimensions: Length 40.0m Breadth 4.50m Depth 3.002m

Freeboard Length

Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 495 tons

Coefficient of fineness for use with Tables .68 (ACTUAL .641)

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth <u>3.002</u>	(a) Where D is greater than Table depth (D-Table depth) R = <u>8.33 (3.039-2.667) 10.101 = 31mm.</u>	Moulded Breadth (B) <u>4.5m.</u>
Stringer plate <u>8</u>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <u>3.72</u>	Standard Round of Beam = $\frac{B \times 12}{50} = 150mm.$
Wood Sheathing on exposed deck <u>50mm.</u>	If restricted by superstructures <u>✓</u>	Ship's Round of Beam = <u>150mm.</u>
$T \left(\frac{L-S}{L} \right) = 50 \times .5311$ <u>29</u>		Difference <u>NIL.</u>
Depth for Freeboard (D) = <u>3.039</u>		Restricted to <u> </u>
		Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL.}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed <u>OPEN</u> ...					
" overhang ...					
R.Q.D. enclosed <u>60mm</u> ...	<u>8.933</u>	<u>4.467</u>	<u>2.103</u>	<u>-</u>	<u>4.467</u>
" overhang ...					
Bridge enclosed <u>OPEN</u> ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed <u>EQUIV.</u> ...	<u>4.061</u>	<u>4.061</u>	<u>2.103</u>	<u>-</u>	<u>4.061</u>
" overhang ...	<u>.763</u>	<u>.382</u>	<u>2.103</u>	<u>-</u>	<u>.382</u>
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...					
Total ...	<u>16.754</u>	<u>11.910</u>			<u>11.910</u>

Standard Height of Superstructure 1830

" " R.Q.D.

Deduction for complete superstructure 486

Percentage covered $\frac{S}{L} = 41.89$

" " $\frac{S_1}{L} = 29.78$

" " $\frac{E}{L} = 29.78$

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 = -72mm.

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<u>584</u>	<u>1</u>	<u>584</u>	<u>500</u>	<u>500</u>	<u>1</u>	<u>500</u>	<u>500</u>	<u>500</u>
$\frac{1}{4}L$ from A.P. ...	<u>261</u>	<u>4</u>	<u>1044</u>	<u>210</u>	<u>210</u>	<u>4</u>	<u>840</u>	<u>840</u>	<u>840</u>
$\frac{2}{4}L$ " ...	<u>65</u>	<u>2</u>	<u>130</u>	<u>50</u>	<u>50</u>	<u>2</u>	<u>100</u>	<u>100</u>	<u>100</u>
Amidships ...	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>4</u>	<u>0</u>	<u>0</u>	<u>0</u>
$\frac{3}{4}L$ from F.P. ...	<u>131</u>	<u>2</u>	<u>262</u>	<u>120</u>	<u>120</u>	<u>2</u>	<u>240</u>	<u>240</u>	<u>240</u>
$\frac{1}{4}L$ " ...	<u>522</u>	<u>4</u>	<u>2088</u>	<u>440</u>	<u>440</u>	<u>4</u>	<u>1760</u>	<u>1760</u>	<u>1760</u>
F.P. ...	<u>1144</u>	<u>1</u>	<u>1144</u>	<u>1000</u>	<u>1000</u>	<u>1</u>	<u>1000</u>	<u>1000</u>	<u>1000</u>
Total ...			<u>5285</u>				<u>4440</u>		<u>4440</u>

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

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 =
 " " aft of " = } DEFICIENT SHEER.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 3060

Summer freeboard = .550

Moulded draught (d) = 2.510

Keel allowance =

Extreme draught =

Deduction for Tropical freeboard and addition for =

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

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 = 5cm.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL.

	+	-
Depth Correction ...	<u>31</u>	<u>-</u>
Deduction for superstructures ...	<u>-</u>	<u>72</u>
Sheer correction ...	<u>25</u>	<u>-</u>
Round of Beam correction ...	<u>-</u>	<u>-</u>
Correction for Thickness of Deck amidships ...	<u>21</u>	<u>-</u>
Other corrections, scantlings, etc. <u>corrected to summer mold draught of 2.510m.</u>	<u>210</u>	<u>-</u>
Summer Freeboard =	<u>550</u>	<u>550</u>

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

Tropical Fresh Water Line above Centre of Disc 10mm.

Fresh Water Line " 5mm.

Tropical Line " 5mm.

Winter Line below " 5mm.

Winter North Atlantic Line " Not Assigned.

Tropical Fresh Water Freeboard 45mm.

Fresh Water " 50mm.

Tropical " 50mm.

Winter " 60mm.

Winter North Atlantic " Not Assigned.

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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

$$+ 2.341 \left(\frac{2.639 + 1.50}{6.138} \right) = \frac{1.578}{1.061}$$

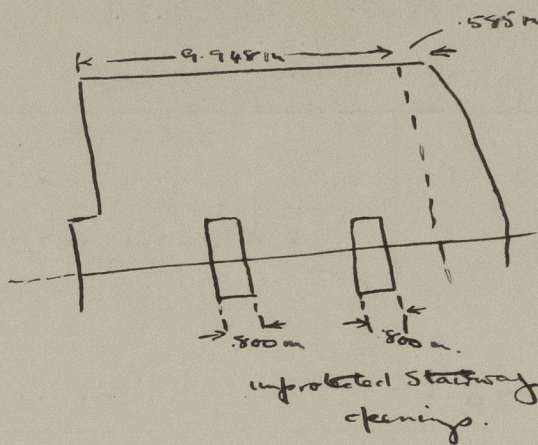
$$O/H = 1.824 - 1.061 = 1.763$$

Bridge

At side = 9.948 + .585

= 10.533

less 2 x .800 = $\frac{1.600}{8.933}$



Trade of ship

Coasting Service

Names of sister ships

INIS - INTATA. INDARI - INSUMAR.

Builder's name and yard number

Cantieri Navale Giulano - San Givisto TRIESTE. N°36.

Owners

Republic of Indonesia.

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



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