

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

26 JUN 1953

Ship's Name " ILOSANGI "	Official Number	Nationality and Port of Registry INDONESIAN DJAKARTA	Gross Tonnage	Date of Build 1953	Port of Survey TRIESTE
Moulded Dimensions: Length 131.25 ft Breadth 24.62 ft Depth 9.85 ft ABOVE TOP OF KEEL					Date of Survey DURING CONSTRUCTION
Moulded displacement at moulded draught = 85 per cent. of moulded depth 495 tons					Surveyor's Signature Alex M Hopkins
Coefficient of fineness for use with Tables					Particulars of Classification 100 A.I.

DEPTH FOR FREEBOARD (D). Moulded depth ... 9.85 Stringer plate ... 1025 Sheathing on exposed deck T = 164 ft $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) =	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = (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) 9.85 ft Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = 5.9 inches Difference Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height feet	Height Correction	Effective Length (E)
Poop enclosed ...	See		6.90		
" overhang ...	Sketch		6.90		
R.Q.D. enclosed ...	✓		✓		
Poop overhang AFT. ...	See Sketch		6.90		
Bridge enclosed ...	✓		✓		
" overhang aft ...	✓		✓		
" overhang forward ...	✓		✓		
Fore enclosed ...	See		6.90		
" overhang ...	Sketch		6.90		
Trunk aft ...	✓		✓		
" forward ...	✓		✓		
Tonnage opening aft ...	✓		✓		
" " 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		19.685		1	
$\frac{1}{6}L$ from A.P. ...		4		8.268		4	
$\frac{2}{6}L$ " ...		2		1.969		2	
Amidships ...		4				4	
$\frac{3}{6}L$ from F.P. ...		2		4.724		2	
$\frac{1}{6}L$ " ...		4		17.323		4	
F.P. ...		1		39.370		1	
Total ...							

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

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
 $\frac{L}{L}$

" " aft of " =

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = Ft. Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 468 \text{ TONS}$ Tons per inch immersion at summer load water line $T = 614 \text{ TONS/INCH.}$ Deduction = $\frac{\Delta}{40 T}$ inches =	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient 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 " " ...

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 COASTING SERVICE

Names of sister ships "INIS" - "INTATA" - "INDARI" - INSUMAR

Builder's name and yard number CANTIERE NAVALE GIULIANO - SAN GIUSTO TRIESTE N° 36

Owners REPUBLIC OF INDONESIA

Fee £ _____

Max.



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Foundation