

Similar vessel HATHAMRIN
Rpt. C.11 (Comp.)

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

For LONDON OFFICE ONLY

Received
Index No.
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Owners C11

Open Shelter Condition (COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Ship's Name SEJIABUDHI	Official Number	Nationality and Port of Registry Indonesia Djakarta	Gross Tonnage Approx. 7,100	Date of Build	Port of Survey Shimonoseki
Moulded Dimensions: Length 459.34' Breadth 63.65' Depth 31.17'					Date of Survey During Construction
Freeboard Length 459.34' from center of rudder stock					Surveyor's Signature S. Roguch
Moulded displacement at moulded draught = 85 per cent. of moulded depth 14,394 14,750 tons (excluding bossing)					Particulars of Classification +100 A1
Coefficient of fineness for use with Tables 0.68 (ACTUAL 0.68)					Class Contemplated

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	31.17'	(a) Where D is greater than Table depth (D-Table depth) R = (31.20-30.62) 3.0 = 1.74"		Moulded Breadth (B)	63.65'
Stringer plate ...	10mm 0.033'	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	= 15.20"
Wood Sheathing on exposed deck 0.213' Wood				Ship's Round of Beam	= 0.49' = 5.88"
$T \left(\frac{L-S}{L} \right) =$				Difference	2.33 x 0.033
Depth for Freeboard (D) = 31.20		If restricted by superstructures		Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S}{L} \right)$	= + 0.01"

DEDUCTION FOR SUPERSTRUCTURES.						Standard Height of Superstructure 7.5'	
						" " R.Q.D. -	
Poop enclosed ...	28.86'	28.86	8.86'	-	28.86	Deduction for complete superstructure 42"	
" overhang ...	0					Percentage covered $\frac{S}{L} = 100$	
R.Q.D. enclosed ...	-					" " $\frac{S_1}{L} =$	
" overhang ...	-					" " $\frac{E}{L} =$	
Bridge enclosed ...	425.23'	425.33	8.86'	-	425.33	Percentage from Table, Line A. 8 B. 99.59	
" overhang aft						(corrected for absence of forecabin (if required))	
" overhang forward						Percentage from Table, Line B.	
F'cle enclosed ...						(corrected for absence of forecabin (if required))	
" overhang	0					Interpolation for bridge less than 2L (if required)	
Trunk aft ...						Deduction = 42 x 99.59 = 41.83"	
" forward						106.2	
Tonnage opening aft	5.25'	2.63	8.86'	-	2.63		
" forward							
Total	459.34'	457.82			457.82		

SHEER CORRECTION.							
Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S
A.P. ...	55.93	1	55.93	47.24"	47.24	1	47.24
1/4 L from A.P. ...	24.89	4	99.56	21.26"	21.26	4	85.04
2/4 L " ...	6.15	2	12.30	5.12"	5.12	2	10.24
Amidships ...	0	4	0	0	0	4	0
3/4 L from F.P. ...	12.31	2	24.62	10.24"	10.24	2	20.48
1/4 L " ...	49.78	4	199.12	42.52"	42.52	4	170.08
F.P. ...	111.87	1	111.87	94.48"	94.48	1	94.48
Total			503.40				427.56
Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.75 - .5} \right) = \frac{75.84 - 12.20}{18} \left(\frac{.75 - .5}{.75 - .5} \right) = -2.0"$							
If limited on account of midship superstructure. No							

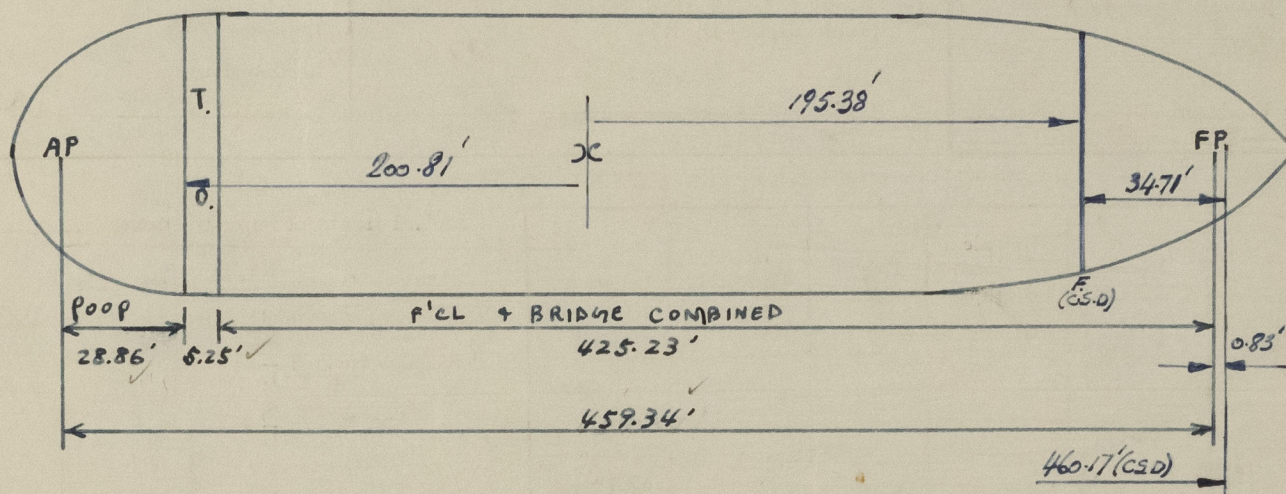
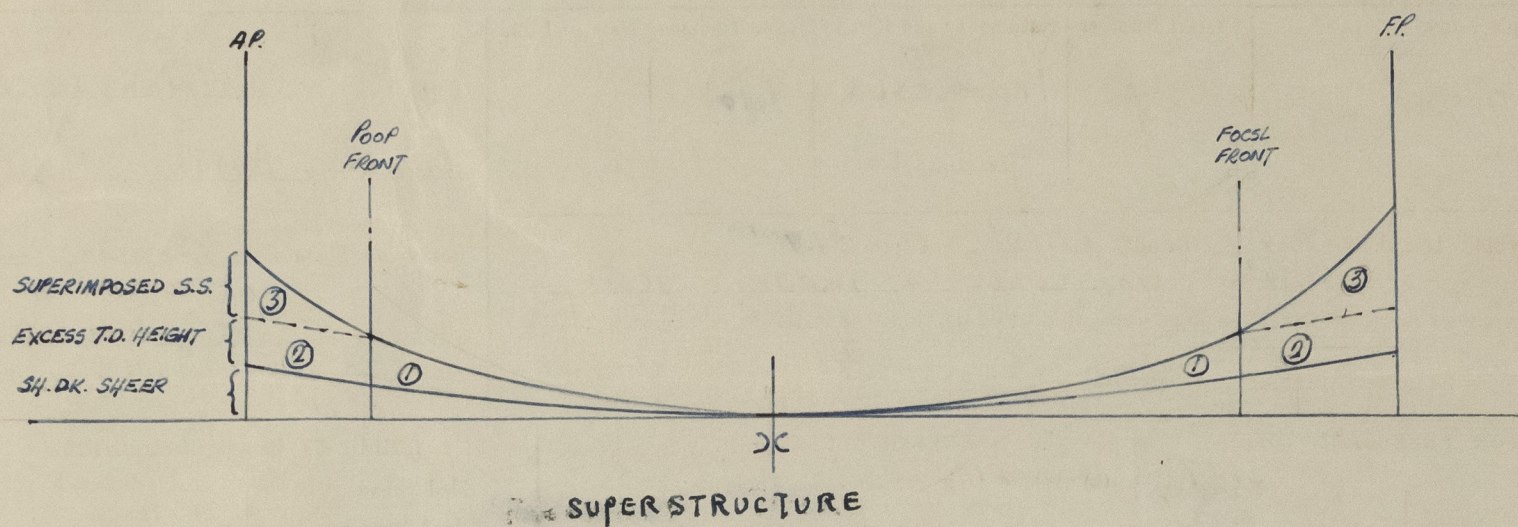
Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.				Correction for coefficient NIL	
Depth to Freeboard Deck = 31.20'	Ft.	Displacement in salt water at summer load water line 15,421		Depth Correction ... 1.74	
Summer freeboard = 3.99'		$\Delta = 15,304$ Tons		Deduction for superstructures ... 41.83	
Moulded draught (d) = 27.21'		Tons per inch immersion at summer load water line		Sheer correction ... 2.00	
Keel allowance =		T = 8.74 55.59		Round of Beam correction01	
Extreme draught =		Deduction = $\frac{\Delta}{40}$ inches 6.93"		Correction for Thickness of Deck amidships ...	
Deduction for Tropical freeboard and addition for = 6.80"		176mm (Ton)		Other corrections, scantlings, etc. ...	
Winter freeboard = $\frac{d}{4}$ inches = 173 mm.		3" above L.W.L. 15,304		Summer Freeboard = 47.92"	
Addition for Winter North Atlantic Freeboard (if required) =		3" below L.W.L. 15,304			

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

Tropical Fresh Water Line above Centre of Disc	...	349 mm	Tropical Fresh Water Freeboard	...	1217 mm
Fresh Water Line	"	176 mm	Fresh Water	"	868 mm
Tropical Line	"	173 mm	Tropical	"	1041 mm
Winter Line below	"	173 mm	Winter	"	1044 mm
Winter North Atlantic Line	"	173 mm	Winter North Atlantic	"	1390 mm

Letian budhi

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.



ACTUAL T.D. HEIGHT 886' ✓
 STANDARD " " 750' ✓
 DIFF. 1.36' = 16.32" ✓
 SHEATHING ON UPPER DECK = 2.56" ✓
 TOTAL 18.88" ✓

SHEER ALLOWANCE

AFT.

$$\begin{aligned} \textcircled{1} \quad & \frac{18.88}{3} \times \frac{200.81}{459.34} = 2.75" \checkmark \\ \textcircled{2} \quad & \frac{18.88}{3} \times \frac{28.86}{459.34} = 1.19" \checkmark \\ \textcircled{3} \quad & \frac{91.88}{3} \times \frac{28.86}{459.34} = 1.92" \checkmark \\ & \frac{5.86}{6.34} \\ \text{TOTAL ALLOWANCE} &= 12.20" \checkmark \end{aligned}$$

FWD.

$$\begin{aligned} \textcircled{1} \quad & \frac{18.88}{3} \times \frac{195.38}{459.34} = 2.68" \checkmark \\ \textcircled{2} \quad & \frac{18.88}{3} \times \frac{33.88}{459.34} = 1.40" \checkmark \\ \textcircled{3} \quad & \frac{91.88}{3} \times \frac{33.94}{459.34} = 2.26" \checkmark \\ & \frac{6.34}{6.34} \end{aligned}$$

Trade of ship INTERNATIONAL

Names of sister ships HITACHI S.B. & ENG. CO., LTD YARD NO. 3902 } NOW BEING BUILT.
NIPPON KOKAN K.K. YARD NO. 768 }

Builder's name and yard number MITSUBISHI SHIP BUILDING & ENGINEERING CO., LTD. HIROSHIMA WORKS, HIROSHIMA
YARD NO. 144

Owners GOVERNMENT OF THE REPUBLIC OF INDONESIA

Fee £ : :

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

APPROVED PLANS:- MIDSHIP SECTION
 CONSTRUCTION PROFILE & DECK (3-SHEET)

PLANS FOR REFERENCE:-
 GENERAL ARRANGEMENT
 HYDROSTATIC CURVE



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