

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

Closed Shelter Condition

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

 Received
 Index No.
 Govt. Copy
 Owners CII

Ship's Name "SETIABUDHI"	Official Number	Nationality and Port of Registry Indonesia Djakarta	Gross Tonnage Approx. 9,500 7337-98	Date of Build	Port of Survey Shimonoseki
Moulded Dimensions: Length 460.17' Breadth 63.65' Depth 40.03'				Date of Survey During Construction	
Freeboard Length 460.17' from centre of rudder stock				Surveyor's Signature S. Rogach	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 19.782 tons (excluding bossing)				Particulars of Classification + 100 A.I. Class Contemplated	
Coefficient of fineness for use with Tables 0.702 .695					

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	40.03'	(a) Where D is greater than Table depth (D-Table depth) R = (40.30-30.68) 3.0 = 28.86"		Moulded Breadth (B)	63.65'
Stringer plate ...	26 mm.	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	15.28"
Wood Sheathing on exposed deck 2.13' Wood				Ship's Round of Beam	1.31' 15.72"
$T \left(\frac{L-S}{L} \right) = \frac{213 (460.17-63.65)}{460.17} = .184$		If restricted by superstructures	<input checked="" type="checkbox"/>	Difference	0.44"
Depth for Freeboard (D) = 40.30				Restricted to 11 x 8619	
				Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S}{L} \right)$	= -0.09"

DEDUCTION FOR SUPERSTRUCTURES.					
	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	28.86'	28.86	7.87'		28.86
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...	34.71'	34.71	7.87'		34.71
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward ...	63.57				
Total ...	63.57	63.57			63.57

Standard Height of Superstructure	7.5'
" " R.Q.D.	-
Deduction for complete superstructure	42"
Percentage covered $\frac{S}{L} =$	13.81
" " $\frac{S_i}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A. 2.12	
(corrected for absence of forecastle (if required)) 5 (46.02-34.71) = -1.23	
Percentage from Table, Line B. 46.02	
(corrected for absence of forecastle (if required))	
Interpolation for bridge less than 2L (if required)	
Deduction = 42" x .0567 = 2.38"	

SHEER CORRECTION.							
Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	56.02	1	56.02	47.24"	47.24	1	47.24
$\frac{1}{4}$ L from A.P. ...	24.93	4	99.72	21.26"	21.26	4	85.04
$\frac{2}{8}$ L " ...	6.16	2	12.32	5.12"	5.12	2	10.24
Amidships ...	0	4	0	0	0	4	0
$\frac{2}{8}$ L from F.P. ...	12.32	2	24.64	10.24"	10.24	2	20.48
$\frac{1}{4}$ L " ...	49.85	4	199.40	42.52"	42.52	4	170.08
F.P. ...	112.03	1	112.03	94.48"	94.48	1	94.48
Total ...			504.13				427.56

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{(76.57 - .20)}{18} \left(.75 - \frac{.681}{.069} \right) = +2.76"$

If limited on account of midship superstructure.

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

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 695+68 1.375 1.36	
$\frac{7}{8}$ OF WOOD ON Depth to Freeboard Deck = 40.33 Summer freeboard = 11.79 Moulded draught (d) = 28.54 Keel allowance = Extreme draught = Deduction for Tropical freeboard and addition for = 7.14" Winter freeboard = $\frac{d}{4}$ inches = 181 mm.		Displacement in salt water at summer load water line $\Delta = 16310$ 16307 Tons per inch immersion at summer load water line $T = 8.86 56.25 Deduction = \frac{\Delta}{40 T} inches \frac{7.25}{18} = 184 \text{ mm. (Ton)} \frac{3}{4} above L.W.L. 16310 L.W.L. (summer) 16310 \frac{3}{4} below L.W.L. 16310 $		Depth Correction ... 28.86 Deduction for superstructures ... 2.38 Sheer correction ... 2.76 Round of Beam correction09 Correction for Thickness of Deck amidships ... 0.35 Other corrections, scantlings, etc. 20.75 52.72 2.47 + 50.25 Summer Freeboard = 141.50"	
Addition for Winter North Atlantic Freeboard (if required) = 28.48					

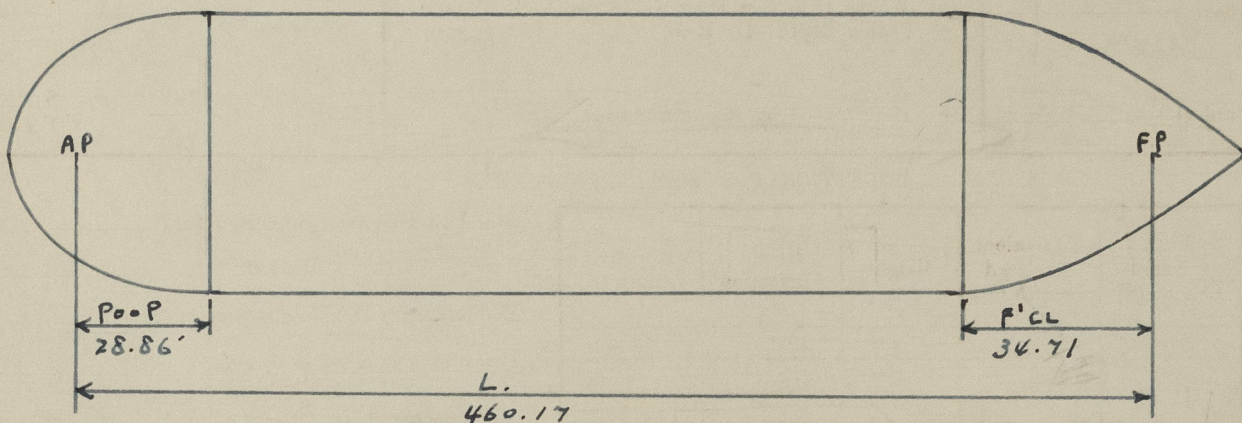
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	...	365 mm	Tropical Fresh Water Freeboard	...	3596 mm.
Fresh Water Line	"	184 mm	Fresh Water	"	3231 mm.
Tropical Line	"	181 mm	Tropical	"	3412 mm.
Winter Line below	"	181 mm	Winter	"	3415 mm.
Winter North Atlantic Line	"	"	Winter North Atlantic	"	3777 mm.

Le Kim buchou

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.

SUPERSTRUCTURE



$$\begin{aligned}
 \text{SHEER ALLOWANCE POOP} &= \frac{12}{3} \left(7.87 - 7.5 \right) \times \frac{28.86}{460.17} = 1.48 \times \frac{28.86}{460.17} = .09'' \\
 \text{FORECASTLE} &= \frac{12}{3} \left(7.87 - 7.5 \right) \times \frac{34.71}{460.17} = 1.48 \times \frac{34.71}{460.17} = .11'' \\
 \text{TOTAL} &= .20''
 \end{aligned}$$

Trade of ship INTERNATIONAL

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

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

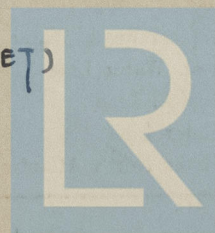
Owners GOVERNMENT OF THE REPUBLIC OF INDONESIA

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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