

13 JUL 1953

FIB 266 A

Index No. \_\_\_\_\_  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>"BOGA"</b>	Official Number <b>✓</b>	Nationality and Port of Registry <b>INDONESIAN DJAKARTA</b>	Gross Tonnage <b>192.87</b> <del>1105</del>	Date of Build <b>8,53</b>	Port of Survey <b>PARANGM</b>
Moulded Dimensions: Length <b>35.00 m</b> Breadth <b>6.50 m</b> Depth <b>2.959 m</b>				Date of Survey <b>WHILST BUILDING</b>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>360 m<sup>3</sup></b> tons				Surveyor's Signature <b>Schneider</b>	
Coefficient of fineness for use with Tables <b>(.629 ACTUAL) .68</b>				Particulars of Classification <b>*100 FT *FOR SERVICE IN THE INDONESIAN ARCHIPELAGO* (CLASS CONTINUED)</b>	

DEPTH FOR FREEBOARD (D).			DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth	...	2.959 m	(a) Where D is greater than Table depth (D-Table depth) R =		Moulded Breadth (B)	7.50 m
Stringer plate	...	8 1/4"	8.33(2.998 - 2.333) 8.838 = 49 mm		Standard Round of Beam = $\frac{B \times 18}{50}$	130
Sheathing on exposed deck	50	50"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =		Ship's Round of Beam	140 3/4"
$T \left( \frac{L-S}{L} \right) = \frac{2135 \cdot 50}{35}$		31			Difference	0
Depth for Freeboard (D) =		2.998	If restricted by superstructures		Restricted to	
					Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left( 1 - \frac{S_1}{L} \right)$	NIL

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure 1830
" overhang						" " R.Q.D. -
R.Q.D. enclosed						Deduction for complete superstructure 444
" overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed	10.000	10.000	2080	✓	10.000	$\frac{S_1}{L} =$
" overhang aft			19			$\frac{E}{L} = 38.85$
" overhang forward						Percentage from Table, Line A. 22.52
F'cle enclosed	3650	3650	1835	1804/1830	3698	(corrected for absence of forecastle (if required))
" overhang			31			Percentage from Table, Line B.
Trunk aft						(corrected for absence of forecastle (if required))
" forward						Interpolation for bridge less than 2L (if required)
Tonnage opening aft						Deduction = 2252 x 444 = 100 mm
" " forward						
Total	13650	13650			13698	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	546	1		546	570	546	1		546
1/2 L from A.P.	243	4		972	270	243	4		972
3/4 L	61	2		122	50	61	2		122
Amidships	-	4		-	0	-	4		-
3/4 L from F.P.	121	2		242	50	50	2		100
1/2 L	485	4		1940	400	400	4		1600
F.P.	1091	1		1091	950	950	1		950
Total				4913					4290

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{623(.75 - .1950)}{18} = +19$

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Mean actual sheer aft = EXCESS.  
Mean standard sheer aft =

Mean actual sheer forward = DEFICIENT.  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = } DEFICIENT.  
L aft of " = } SHEER.

## Deduction for Tropical Freeboard.

## Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = Pt.M. 3017

Summer freeboard = 1029

Moulded draught (d) = 1997

## Deduction for Tropical freeboard and addition for

Winter freeboard =  $\frac{d}{48}$  inches = 42 1/2 cm.

## Addition for Winter North Atlantic Freeboard (if required) = 42 + 51 = 93 = 9 cm. Not Assigned.

## Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$

Tons per inch immersion at summer load water line 852

T = 478 OF DEPTH

Deduction =  $\frac{\Delta}{40 T}$  inches

= 4 cm.

## TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL

Depth Correction ... 49

Deduction for superstructures ... 100

Sheer correction ... 19

Round of Beam correction ... 19

Correction for Thickness of Deck amidships ... 19

Other corrections, scantlings, etc. to ... 741

CORRESPOND. TO A. SUMMER MOULDED DRAUGHT OF 1.993 M. (1.999 M. ACTUAL).

	+	-
Depth Correction	49	-
Deduction for superstructures	-	100
Sheer correction	19	-
Round of Beam correction	-	-
Correction for Thickness of Deck amidships	19	-
Other corrections, scantlings, etc. to	741	-
828	100	+ 728

Summer Freeboard = 1020

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

Tropical Fresh Water Line above Centre of Disc ... 8 cm

Fresh Water Line " " ... 4 cm

Tropical Line " " ... 4 cm

Winter Line below " " ... NOT ASSIGNED

Winter North Atlantic Line " " ... " "

Tropical Fresh Water Freeboard ... 94

Fresh Water " " ... 98

Tropical " " ... 98

Winter " " ... NOT ASSIGNED

Winter North Atlantic " " ... " "

102 cm (FOR SERVICE ONLY)

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012003-012010-0262

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.

INDONESIA  
WEST BATAVIA  
Jember  
1900  
FOR SEALS IN THE MIDDLE  
ARCHIVE NO. (110000000)

8 23

INDONESIA  
DIKIRAT

"BOGA"

mp 20.8  
8.2  
20

0.02  
0.01  
0.02  
0  
0.02  
0.00  
0.00

Trade of ship **INDONESIAN WARPS.**

Names of sister ships **BABAT, BANGO, BEO, BETTET, BIDO.**

Builder's name and yard number **MESSRS. SPAARNDAMMER SCHEEPSWERF STAPEL N.V., YARD N° 26.**

Owners **INDONESIAN GOVERNMENT.**

Fee £ **fl 100.-**



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