

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

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 Owners C11.....

Ship's Name "BLIBIS"	Official Number —	Nationality and Port of Registry Indonesian Djakarta	Gross Tonnage 194.34	Date of Build 1953	Port of Survey Rotterdam
Moulded Dimensions: Length 35.00^m Breadth 6.50^m Depth 2.959^m					Date of Survey while building
Freeboard Length					Surveyor's Signature <i>W. J. de Vries</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) 369 m³ tons					Particulars of Classification 100 A1 for service in Indonesian Archipelago
Coefficient of fineness for use with Tables .68 (ACTUAL .629)					

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth 2.959	(a) Where D is greater than Table depth (D—Table depth) R = .833(2.996 - 2.334)8.838 = + 49mm	Moulded Breadth (B) 6500
Stringer plate 0.008	(b) Where D is less than Table depth (if allowed) (Table depth—D) R = .662	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{130}{50} = 130$
Wood Sheathing on exposed deck 50^{mm}	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = 130
$T \left(\frac{L-S}{L} \right) = .05 \times \frac{20.45}{35} = 29$		Difference NIL
Depth for Freeboard (D) = 2.996		Restricted to
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S) mm	Equivalent Enclosed Length (S ₁)	Height mm	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed 10000	10.00	2100	21	✓	10.000
" overhang aft					
" overhang forward					
F'cle enclosed 3650	3.65	1800	171	183	3.532
" overhang					
Trunk aft					
" forward					
Tonnage opening aft					
" " forward					
Total	13650	13.650			13.532

Standard Height of Superstructure	1830
" " R.Q.D.	—
Deduction for complete superstructure	444
Percentage covered $\frac{S}{L} =$	39.00
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	38.67
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	22.37
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	
Interpolation for bridge less than .2L (if required)	
Deduction = $.2237 \times 444$	= - 99mm.

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate mm	Effective Ordinate	S M	Product
A.P.	546	1	546	400	400	1	400
$\frac{1}{2}L$ from A.P.	243	4	972	145	145	4	580
$\frac{2}{5}L$ "	61	2	122	11	11	2	22
Amidships	0	4	0	0	0	4	0
$\frac{3}{5}L$ from F.P.	121	2	242	134	121	2	242
$\frac{4}{5}L$ "	485	4	1940	481	481	4	1948
F.P.	1091	1	1091	1091	1091	1	1095
Total			4913				4287

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{626}{18} \left(\frac{.75 - .195}{.555} \right)$

If limited on account of midship superstructure.

Sheer aft.	Standard	Actual.
546 1	546	400
243 3	729	145
61 3	183	11
Mean actual sheer aft	59.54	868
Mean standard sheer aft	1468	

Mean actual sheer forward
 Mean standard sheer forward = **> 1.**

Length of enclosed superstructure forward of amidships =

" " aft of " =

service trim 300 mm.
sheer measured from line parallel to service waterline.

If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck =	3017
Summer freeboard =	1020
Moulded draught (d) =	1997
Keel allowance =	
Extreme draught =	
Deduction for Tropical freeboard and addition for =	

Winter freeboard = $\frac{d}{48}$ inches = **4 cm.**

Addition for Winter North Atlantic Freeboard (if required)=

Deduction for Fresh Water.

Displacement in salt water at summer load water line	
$\Delta =$ cm 276	
Tons per mm immersion at summer load water line	
T = 1.77	
Deduction = $\frac{\Delta}{40 T}$ inches	4 cm.

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction	49	
Deduction for superstructures		99
Sheer correction	19	
Round of Beam correction		
Correction for Thickness of Deck amidships	21	
Other corrections, scantlings, etc. to	738	
correspond to a Summer Moulded draught of 1.993 M. (Actual 1.997m)	824	99
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 " "	NOT ASSIGNED.

Tropical Fresh Water Freeboard	94
Fresh Water " "	98
Tropical " "	98
Winter " "	NOT ASSIGNED
Winter North Atlantic " "	NOT ASSIGNED

1020 cm for service only.

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.

Displacement in salt water : 279.5 tons (of 1000kg) at draught 2000 mm.
 " " " " : 371.3 " " " " " 2500 "
 " " " " : 468.0 " " " " " 3000 "

Service trim 300 mm. Moulded draught forward 1830 mm, aft 2130 mm.
 Sheer measured from line parallel to service waterline.

Shear forward.

Standard			Actual	
1091	1	1091	1091	1091
485	3	1455	481	1443
121	3	363	134	402
		2909		2436

EXCESS. 27.

Allowed Shear

$$2909 + 27 \times \frac{9.54}{25} = 2919.30$$

Effective Shear forward.

$$\begin{array}{r} 121 \quad 485 \quad 1091 \quad \times \quad 2919.3 \\ \hline 2709 \end{array}$$

$$= 121 \quad 484 \quad 1098.$$

Trade of ship

Indonesian Archipelago.

Names of sister ships

"BANGO", "BED", "BABUT", "BETTER"

Builder's name and yard number

Junker & Stans

270

Owners

Indonesian Government.

Fee fl 121.00:

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



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