

Rpt. C.11 (Comp.)

LLOYD'S REGISTER OF SHIPPING
UNITED WITH THE BRITISH CORPORATION REGISTER
SURVEYS FOR FREEBOARD
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

For LONDON OFFICE ONLY

Received
Index No.
Govt. Copy
Owners C11

Ship's Name <i>M.S. "Janaki"</i>	Official Number	Nationality and Port of Registry <i>Indian Bombay</i>	Gross Tonnage	Date of Build <i>1958</i>	Port of Survey <i>Bruges</i>
Moulded Dimensions: Length <i>72.40</i> Freeboard Length <i>72.40</i>	Breadth <i>12.00</i>	Depth <i>4.75</i> <i>Maindeck 4.75</i> <i>Shelterdeck 7.00</i>			Date of Survey <i>While building</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth (excluding bossing) <i>2870 F.W.M. tons</i>					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables <i>.647</i>					Particulars of Classification <i>* 100 A.1 open Shelterdeck</i>

DEPTH FOR FREEBOARD (D). Moulded depth ... <i>4.750</i> Stringer plate ... <i>7</i> Wood Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <i>4.757</i>	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) <i>12.00</i> Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = <i>Maindeck None</i> Difference = <i>Shelterdeck 240 mm</i> Restricted to Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.					Standard Height of Superstructure
	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	R.Q.D.
Poop enclosed ...	<i>6.370</i>		<i>2.340</i>		
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<i>64.730</i>				
" overhang aft ...					
" overhang forward ...					
F'cle enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...	<i>1.300</i>				
" " forward ...					
Total ...					

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	Effective Ordinate	S
A.P. ...		1			<i>.857</i>		1
$\frac{1}{2}$ L from A.P. ...		4			<i>.380</i>		4
$\frac{2}{3}$ L " ...		2			<i>.095</i>		2
Amidships ...	○	4	○	○	○	○	4
$\frac{2}{3}$ L from F.P. ...		2			<i>.190</i>		2
$\frac{1}{2}$ L " ...		4			<i>.761</i>		4
F.P. ...		1			<i>1.714</i>		1
Total ...							

Mean actual sheer aft =
Mean standard sheer aft =
Mean actual sheer forward =
Mean standard sheer forward =
Length of enclosed superstructure forward of amidships =
" " aft of " =
Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) =$
If limited on account of midship superstructure.
If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = Summer freeboard = Moulded draught (d) = Keel allowance = Extreme draught = 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 $\Delta = 2780 \text{ S.W.M. Tons}$ Tons per inch immersion at summer load water line $T = 18,20 \text{ S.W.M. Tons}$ 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 *Ocean going*

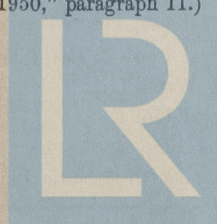
Names of sister ships *None*

Builder's name and yard number *Chantiers Navals de Bruges yard N° 34.*

Owners *The Malabar Steamship Co Ltd Bombay.*

Fee £ : :

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



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