

(COMPUTATION FOR STEAMER, ~~SAILING SHIP, TANKER.~~)

Ship's Name BANDON 1	Official Number	Nationality and Port of Registry Thailand Bangkok	Gross Tonnage 380 kono approx	Date of Build Sept 1951	Port of Survey Yokohama
Moulded Dimensions: Length 42.500 to Centre Rudder Breadth 8.240 Depth 3.15				Date of Survey Whilst Building	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 677 metric tons				Surveyor's Signature T. Kraisby	
Coefficient of fineness for use with Tables 0.678 at designed draught 0.705 at 85% mld depth				Particulars of Classification * 100A1 for service in the Gulf of Thailand Keeltings suitable for a summer moulded draught of 7'-3"	
Depth for Freeboard (D).		Depth correction.		Round of Beam correction.	
Moulded depth 3.15		(a) Where D is greater than Table depth (D—Table depth) R = 8.33(3.184-2.834)10.73 = +31		Moulded Breadth (B) 8.24	
Stringer plate 10 mm .01		(b) Where D is less than Table depth (if allowed) (Table depth—D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$ = 165 mm	
Sheathing on exposed deck (SS only at \varnothing) T $\left(\frac{L-S}{L}\right)$ = $\frac{65 \times 15.38}{42.50}$.024		If restricted by superstructures		Ship's Round of Beam = 160 mm	
Depth for Freeboard (D) = 3.184				Difference 5 mm	
				Restricted to	
				Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L}\right)$ = $\frac{5}{4} \left(1 - \frac{5.25}{42.50}\right)$ = 1.54	

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...			2.150		
" overhang ...			1.041		
R.Q.D. enclosed ...	12.50	12.50	1.00		12.50
" overhang ...	5.29	5.645			2.645
Bridge enclosed ...	7.60	5.70	2.150		5.70
" overhang aft ...	1.090	817			817
" overhang forward ...	✓				
F'dle enclosed ...	5.820	5.820	2.150		5.820
" overhang ...	✓				
Trunk aft ...	✓				
" forward ...	✓				
Tonnage opening aft ...	✓				
" " forward ...	✓				
Total ...	25.92	24.02			21.782
	24.70				24.02

Standard Height of Superstructure 1.83

" " R.Q.D. 0.991

Deduction for complete superstructure 507 mm

Percentage covered $\frac{S}{L} = \frac{610}{58.12}$

" " $\frac{S_1}{L} = \frac{56.52}{57.25}$

" " $\frac{E}{L} = \frac{56.52}{57.25}$

Percentage from Table, Line A. 33.75 41.13

(corrected for absence of forecastle (if required))

Percentage from Table, Line B. 37.25 42.52

(corrected for absence of forecastle (if required))

Interpolation for bridge less than 2L (if required) 41.13 + (3.50 x 5.70) = 42.06

Deduction = $507 \times 42.06 = 213 \text{ mm}$

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	Mean actual sheer aft Mean standard sheer aft =
A.P. ...	608	✓ 1	608	0.450	450	✓ 1	450	Deficient.
$\frac{1}{6}$ L from A.P. ...	270	✓ 4	1080	0.189	189	✓ 4	756	Mean actual sheer forward Mean standard sheer forward = Deficient.
$\frac{2}{6}$ L " ...	68	✓ 2	136	0.053	53	✓ 2	106	Length of enclosed superstructure forward of amidships = 7.1L
Amidships ...	✓	4	✓	0	0	4	✓	" " aft of " = 4.1L
$\frac{2}{6}$ L from F.P. ...	135	✓ 2	270	0.100	100	✓ 2	200	
$\frac{1}{6}$ L " ...	541	✓ 4	2164	0.398	398	✓ 4	1592	
F.P. ...	1216	✓ 1	1216	0.900	900	✓ 1	900	
Total ...			5474				4004	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) = \frac{1.470}{18} \left(\frac{.75 - .305}{.4594} \right) = +365 \text{ mm}$

If limited on account of midship superstructure. ✓

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

If limited on account of midship superstructure.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 3.160 Ft.

Summer freeboard = .946

Moulded draught (d) = 2.214

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{46} \text{ inches} = 46 = 1\frac{3}{4}$

Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 545$ metric tons

Tons per inch immersion at summer load water line

$T = 3.003$ metric tons per centimetre

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

= 45 mm

= 1 3/4"

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

Correction for coefficient

$\frac{.705 + .68}{1.36} = \frac{1.385}{1.36}$

	+	-
Depth Correction	31 ✓	✓
Deduction for superstructures	✓	178 ✓
Sheer correction	318 ✓	✓
Round of Beam correction	1 ✓	✓
Correction for Thickness of Deck amidships ...	74 ✓	24
Other corrections, scantlings, etc. corresponding to a summer moulded draught of 7'-3" (7'-3 1/8" ACTUAL)	748 ✓	202
	846 ✓	237
Summer Freeboard =	946	360 mm / 367 mm

7.8.51

+ 579

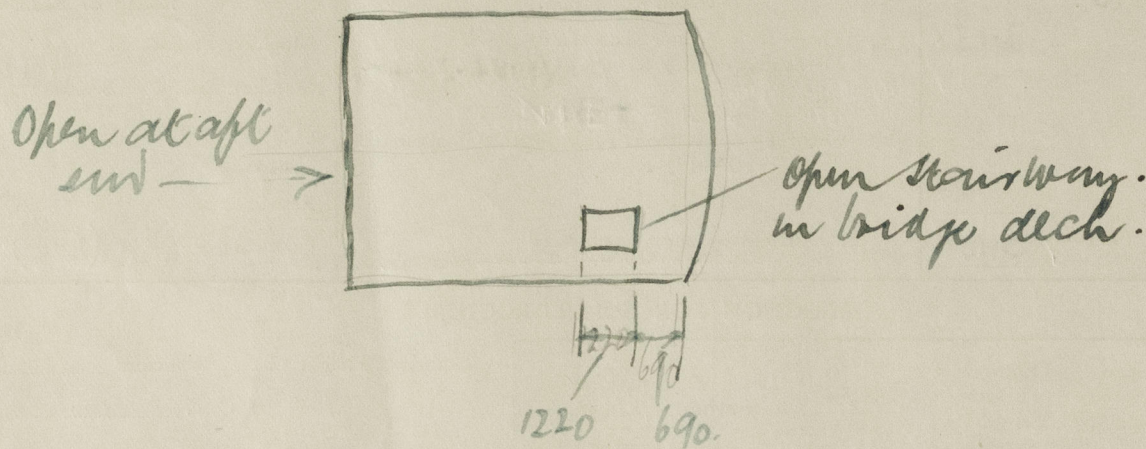
946

9.8.1931

Tropical Fresh Water Line above Centre of Disc	...	3 1/2"	Tropical Fresh Water Freeboard	2' - 9 3/4"
Fresh Water Line	" "	1 3/4"	Fresh Water	2' - 11 1/2"
Tropical Line	" "	1 3/4"	Tropical	2' - 11 1/2"
Winter Line	below	NOT ASSIGNED	Winter	NOT ASSIGNED
Winter North Atlantic Line	" "	NOT ASSIGNED	Winter North Atlantic	NOT ASSIGNED

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.

Bridge: Length at side = 7.20 metres
 $+ \frac{2}{3} \times 600 = \frac{400}{7.600} = \text{Equiv. Shd.}$



$\frac{2}{3} \times 600$ $\frac{400}{1.090}$ closed forward. open aft.

$1220 + 690$ $\frac{7.200}{1.910}$ $\frac{5.290}{7.600}$ open both ends

International for initial voyage Japan to Thailand.
 Thereafter no Load Line Certificate required.

Trade of ship

Names of sister ships

CHANTA BOON

Same Builders Yard No. 31

Builder's name and yard number

Nanase Shipyard & Engine Works, East Japan Heavy Industries Ltd.
 Yard No. 30

Owners

The Thai Navigation Co. Ltd.,

721 Hongkong Bank Lane, Siphya Road,
 Bangkok.

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