

JALAKRISHNA
35468

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24 MAY 1948

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name "JALASHA"	Official Number 174197	Nationality and Port of Registry BRITISH. BOMBAY.	Gross Tonnage APPROX. 5102.17 5200	Date of Build NOW BUILDING.	Port of Survey VIZAGAPATAM.
Moulded Dimensions: Length 400' B.P. Breadth 51'-9" Depth 30'-6" Freeboard Length - 400'-6 5/8" Moulded displacement at moulded draught = 85 per cent. of moulded depth 11742 tons Coefficient of fineness for use with Tables .765					Date of Survey WHILE BUILDING.
Surveyor's Signature R. V. J. Gordon.					Particulars of Classification + 100 A.1

DEPTH FOR FREEBOARD (D). Moulded depth ... 30.50' Stringer plate ... 40" : .03' Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 30.53'	DEPTH CORRECTION. (a) Where D is greater than Table depth (D-Table depth) R = 30.53 - 26.70 = 3.83 $3.83 \times 3 = 11.49$ (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) 51.75' Standard Round of Beam = $\frac{B \times 12}{50} = 12.42$ Ship's Round of Beam = 13" Difference = + 0.58" Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.58 \times 4556}{4} = .07$
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed	40.64	40.64	7'-6"		40.64	Standard Height of Superstructure 7.50'
" overhang						" " R.Q.D.
R.Q.D. enclosed						Deduction for complete superstructure 42.00"
" overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed	144.67	144.67	8'-0"		144.67	$\frac{S_1}{L} =$
" overhang aft						$\frac{E}{L} =$
" overhang forward						Percentage from Table, Line A.
F'cle enclosed	30.49	30.49	7'-3"	7.25/7.50	29.47	(corrected for absence of forecastle (if required))
" overhang	2.25	2.25			2.17	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 = 42.00 x .4016 = 16.87"
" " forward						
Total	218.05	218.05			216.95	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	50.06	1		50.06	57"	57.00	1		57.00
1/8 L from A.P.	22.275	4		89.10	25 3/8"	25.33	4		101.32
2/8 L	5.505	2		11.01	6 1/8"	6.33	2		12.66
Amidships		4					4		
2/8 L from F.P.	11.01	2		22.02	12 3/8"	12.67	2		25.34
1/8 L	44.55	4		178.20	50 3/8"	50.67	4		202.68
F.P.	100.11	1		100.11	114"	114.00	1		114.00
Total				450.50					513.00

Mean actual sheer aft = **EXCESS**
 Mean standard sheer aft =
 Mean actual sheer forward = **EXCESS**
 Mean standard sheer forward =
 Length of enclosed superstructure forward of amidships = **> .1 L**
 " " aft of " = **> .1 L**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{62.50}{18} \left(.75 - \frac{.2722}{.4778} \right) = -1.66$
 If limited on account of midship superstructure.

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

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 30.53' Summer freeboard = 5.75' Moulded draught (d) = 24.78' Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.19 = 6 1/4" Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line 11330 $\Delta = 25'-0" = 11355 \text{ TONS}$ $24'-0" = 10,857$ Tons per inch immersion at summer load water line 41.65 $T = 25'-0" = 41.66$ $24'-0" = 41.37$ Deduction = $\frac{\Delta}{40 T}$ inches = 6.80 = 6 3/4"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient $\frac{765 + .68}{1.36} = 1.445/1.36$ <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction</td> <td>11.49</td> <td></td> </tr> <tr> <td>Deduction for superstructures</td> <td></td> <td>16.87</td> </tr> <tr> <td>Sheer correction</td> <td></td> <td>1.66</td> </tr> <tr> <td>Round of Beam correction</td> <td></td> <td>.07</td> </tr> <tr> <td>Correction for Thickness of Deck amidships</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc.</td> <td></td> <td></td> </tr> <tr> <td></td> <td>11.49</td> <td>18.60</td> </tr> </table> Summer Freeboard = 69.04		+	-	Depth Correction	11.49		Deduction for superstructures		16.87	Sheer correction		1.66	Round of Beam correction		.07	Correction for Thickness of Deck amidships			Other corrections, scantlings, etc.				11.49	18.60
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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	13"	Tropical Fresh Water Freeboard	5'-9"
Fresh Water Line	6 3/4"	Fresh Water	5'-8"
Tropical Line	6 1/4"	Tropical	5'-2 1/4"
Winter Line below	6 1/4"	Winter	5'-2 3/4"
Winter North Atlantic Line		Winter North Atlantic	6'-3 1/4"

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.

VIKARINATAM

APPROX NOW

BRITISH

"JALASHA"

WHITE BUILDING

BUILDING

BOMBAY

R. A. J. J. J.

30-6"

21-9"

400' B.F.

Freeboard length - 400' - 638

+ 100 A.I

11745

762

30-20'

40' - 03'

30-23'

7-8'

40-84'

8-0'

144-87'

7-3"

30-45'

5-52'

27"

52 1/2"

6 1/2"

15 1/2"

20 1/2"

11 1/2"

Trade of ship

Names of sister ships

Builder's name and yard number

Owners

Fee £



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Foundation