

LLOYD'S REGISTER OF SHIPPING SURVEYS FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Received
Index No.
Govt. Copy
Owners C11
No. 139

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
M.V. "JOHANNES LATUHARHARY" -		Indonesian DJAKARTA	6866	1964

Port of Survey Szczecin
Date of Survey Whilst building

Moulded Dimensions: Length 141,35m Breadth 19,40m Depth 9,485m (as measured)
Freeboard Length 141,70m from CR of Rudder Stock.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 14,950m³
(excluding bossing)
Coefficient of fineness for use with Tables .68 (Actual .675)

Surveyor's Signature M. Pyciński
Particulars of Classification + 100 A1
Ice Class 3 (Contemplated)

DEPTH FOR FREEBOARD (D).	
Moulded depth	9,485
Stringer plate	10 mm
Wood Sheathing on exposed deck	Nil
$T \left(\frac{L-S}{L} \right) =$	
Depth for Freeboard (D) =	9,495

DEPTH CORRECTION.	
(a) Where D is greater than Table depth (D-Table depth) R =	8.33(9.495-9.447)30 = +12.0mm
(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)	19,40m
Standard Round of Beam = $\frac{B \times 12}{50}$	388mm
Ship's Round of Beam	0
Difference on Fbd dk	-388
Restricted to	
Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{388}{4} \times 0.051 = N/L$

DEDUCTION FOR SUPERSTRUCTURES.

$$\frac{B_1 - b}{B_1} = \frac{15.6 - 6.48}{15.6} > .5$$

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed	8,620	8620	4045	-	8620
" overhang	100	50	4045	-	50
R.Q.D. enclosed					
" overhang					
Bridge enclosed	131,540	131540	3055	-	131540
" overhang aft	10	53			
" overhang forward	70				
F'cle enclosed					
" overhang					
Trunk aft					
" forward	1370	1/2 DIFF	4045	-	719
Tonnage opening aft	4,430	719			
" " forward					
Total	141,700	140,982			140,982

Standard Height of Superstructure 2,290m
" " R.Q.D. -
Deduction for complete superstructure 1067mm
Percentage covered $\frac{S}{L} = 100$
" " $\frac{S_1}{L} = 99.49$
" " $\frac{E}{L} = 99.37$
Percentage from Table, Line A. & B = 99.37.
(corrected for absence of forecable (if required))
Percentage from Table, Line B.
(corrected for absence of forecable (if required))
Interpolation for bridge less than 2L (if required)
Deduction = $1067 \times .9937 = 1060mm$

No designed trim in loaded condition

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	1434	1	1434	1,184	1949	1	1949		
1/4 L from A.P.	638	4	2552	601	941	4	3764		
1/2 L	158	2	316	163	247	2	494		
Amidships	0	4	0	0	0	4	0		
3/4 L from F.P.	316	2	632	293	377	2	754		
3/4 L	1277	4	5108	1172	1512	4	6048		
F.P.	2869	1	2869	2445	3210	1	3210		
Total			12911				16219		

Mean actual sheer aft =
Mean standard sheer aft =

EXCESS.

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{(3308)}{18} \left(.75 - .50 \right) = -46mm$
If limited on account of midship superstructure.

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 9,495
Summer freeboard = 1,235
Moulded draught (d) = 8,260
Keel allowance =
Extreme draught =
Deduction for Tropical freeboard and addition for =

Winter freeboard = $\frac{d}{48}$ inches = 172mm

Addition for Winter North Atlantic Freeboard (if required) = Not Req^d

Deduction for Fresh Water.

Displacement in salt water at summer load water line
 $\Delta = 15,410m^3$
Tons per mm immersion at summer load water line
T = 21.62

Deduction = $\frac{\Delta}{40T}$ inches = 178mm

Draught = $\frac{m^3}{cm}$ immersion

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient NIL

Depth Correction ... 12
Deduction for superstructures ... 1060
Sheer correction ... 46
Round of Beam correction ...
Correction for Thickness of Deck amidships ...
Other corrections, scantlings, etc. ...

Summer Freeboard = 1235mm

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

Tropical Fresh Water Line above Centre of Disc ... 350mm
Fresh Water Line " " ... 178mm
Tropical Line " " ... 172mm
Winter Line below " " ... 172mm
Winter North Atlantic Line " " ...

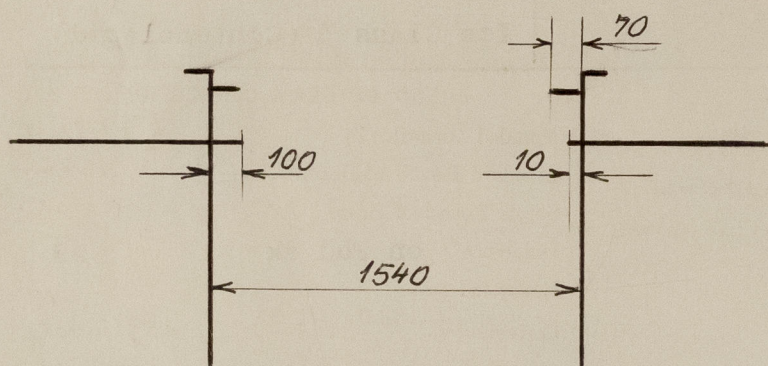
Tropical Fresh Water Freeboard ... 8,85mm
Fresh Water " " ... 10,57mm
Tropical " " ... 10,63mm
Winter " " ... 14,07mm
Winter North Atlantic " " ... Not Required.

5 AUG 1964

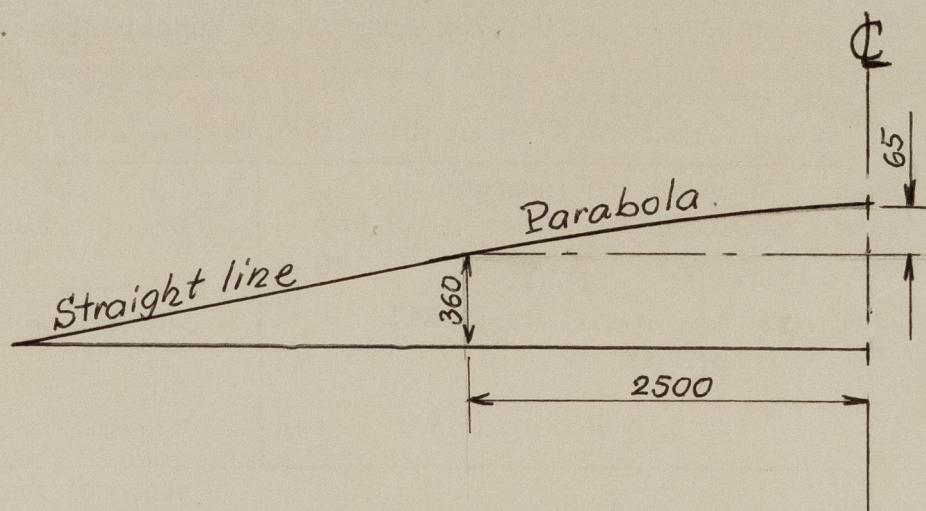
Johannes Datuhary.

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.

Mld depth to Shelterdeck (as measured)..... 12,540 m
Mld displacement at 85% of Mld depth to Shdk 20,700 m³
Length of Superimposed Focsle 10,250 m
Height of - " - 2,300 m
Breadth of Tonnage Hatch 6, 480 m
Breadth of Shelterdeck at mid length of
Tonnage Hatch 15,60 m



Tonnage Hatch



Camber on Shelterdeck

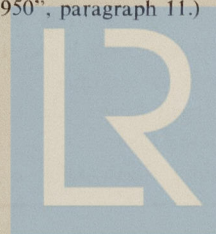
Closing appliances

Tonnage Hatch is fitted with effective temporary closing appliances
Poop front bulkhead is intact.
Superimposed Focsle end bulkhead fitted with Class I
closing appliances - hinged steel W.T. doors.
Bridge end bulkhead fitted with class II closing appliances.

Trade of ship International, Cargo
Names of sister ships " SAM RATULANGIE" & "HADJI AGUS SALIM"
Builder's name and yard number Stocznia Szczecińska, B 454/006
Owners Indonesian Government
Fee £ To be charged with F.Entry

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

- ✓ Midship Section
- ✓ Longitudinal Section
- ✓ Decks
- ✓ Hydrostatic Curves



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