

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **PRAMPANAN** Official Number **210.0** Nationality and Port of Registry **To be Philippines** Gross Tonnage **850 (Approx.)** Date of Build **Jan., 1946** Under Construction **Jan., 1946** Port of Survey **Vancouver, B. C.**

(Launched as "OTTAWA PATIENCE")

Moulded Dimensions: Length **210.0** Ft. Breadth **36.5** Ft. Depth **14'-1" to 2nd Deck** **21'-8" " Upp. Deck**

Moulded displacement at moulded draught = 85 per cent. of moulded depth **1778** tons (T.P.I. = 14.45)

Coefficient of fineness for use with Tables **.68 (.678 actual)**

Date of Survey **During construction**

Surveyor's Signature **R. M. Scott**

Particulars of Classification **contemplated 100 A1 with Freeboard, part welded.**

Depth for Freeboard (D) = **14.08**

Stringer plate (3" Cant up at Ship's side) **.027**

Sheathing on exposed deck  $T = \frac{L-S}{L} =$

Depth for Freeboard (D) = **14.11**

Depth correction.

(a) Where D is greater than Table depth (D-Table depth) R = **(14.11-14.02) 1.618 = + .15"**

(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) **36.5** Ft.

Standard Round of Beam =  $\frac{B \times 12}{50} =$  **8.76"**

Ship's Round of Beam **Equiv. = 3" at centre & (2nd Deck) 2.25" straight to side**

Difference **6.51"**

Restricted to **-**

Correction =  $\frac{\text{Diff}^{\circ}}{4} \times (1 - \frac{S_1}{L}) =$   **$\frac{6.51}{4} \times .0564 = .09$**

DEDUCTION FOR SUPERSTRUCTURES.						
Mean Covered Length (S)	Equivalent Enclosed Length (S)	Height	Height Correction	Effective Length (E)		
Poep enclosed End. 30	61.46	7'-7" Side		61.46	Standard Height of Superstructure	6.00'
" overhang ...	1.93	8'-4" Cr.		1.93	" " R.Q.D.	-
B-Q-D enclosed	3.87				Deduction for complete superstructure	27.03"
" overhang					Percentage covered $\frac{S}{L} =$	100.00
Bridge enclosed					" " $\frac{S}{L} =$	94.36
" overhang aft					" " $\frac{E}{L} =$	94.36
" overhang forward					Percentage from Table, Line A.	93.06
F'cle enclosed	71.5	7'-7" Side		71.50	(corrected for absence of forecastle (if required))	
" overhang	69.0	8'-4" Cr.		51.75	Percentage from Table, Line B.	
Trunk aft					(corrected for absence of forecastle (if required))	
" forward	1/2 Diff				Interpolation for bridge less than .2L (if required)	
Tonnage opening aft	4.5			11.84	Deduction = $27.03 \times .9306 =$	25.15"
" forward						
Total	210.0	198.48		198.48		

SHEER CORRECTION.									
Station	Standard Ordinate	S	Product	Actual Ordinate	Effective Ordinate	S	Product	Mean actual sheer aft	Mean standard sheer aft
A.P.	31.03	1	31.03	27.00	48.50	1	48.50	Mean actual sheer forward	Mean standard sheer forward
%L from A.P.	13.81	4	55.24	8.50	21.58	4	86.32	Length of enclosed superstructure forward of amidships =	
%L "	3.415	2	6.83	-	5.33	2	10.66	" " aft of " =	
Amidships	-	4	-	-	-	4	-		
%L from F.P.	6.83	2	13.66	-	7.04	2	14.08		
%L "	27.62	4	110.48	17.50	28.48	4	113.92		
F.P.	62.07	1	62.07	45.00	64.00	1	64.00		
Total			279.31	19.00			337.48		
Correction = $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{58.17}{18} \times .25 = -.81"$								Actual Superstructure HT = 7'7"	
If limited on account of midship superstructure.								Standard " = 6'0"	
								For'd. Excess = 1'7"	
								Wood Deck = 2 1/2"	
								Aft. Excess = 1'9 1/2"	

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	Correction for coefficient.	TABULAR FREEBOARD corrected for Flush Deck (if required)		24.86"
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line				24.86"
3" cant up of	$\Delta = 2141$	Depth Correction ... ..	+	-	
Depth to Freeboard Deck = 14.36	Tons per inch immersion at summer load water line	Deduction for superstructures ... ..			
Summer freeboard = .42	T = 14.92	Sheer correction ... ..			
Moulded draught (d) = 13.94	Deduction = $\frac{\Delta}{40T}$ inches	Round of Beam correction ... ..			
	= 3.56"	Correction for Thickness of Deck amidships ...			
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 3.48" = 3 1/2"	= 3 1/2"	Other corrections, scantlings, etc. ... ..			
Addition for Winter North Atlantic Freeboard (if required) = 5 1/2"					



PRADANAN

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.

Equivalent camber. Mean height =  $\frac{3 \times 36.5 \times 12}{2 \times 36.5 \times 12} = 1.5$

Equivalent =  $1.5 \times 1.5 = \underline{\underline{2.25}}$

Poop Equivalent Bhd.

60.50

.33

60.83

$\frac{2 \times 11.5}{36.5}$

.63

61.46

equiv. enclosed length

Equiv. overhang  $65.33 - 61.46 = 3.87$

Displacement and Tons per Inch at Intermediate Waterlines

	<u>Displacement</u>	<u>T.P.I.</u>
13' W.L.	1961	14.70
14' W.L.	2138	14.92
15' W.L.	2317	15.17

Trade of ship ..... International

Names of sister ships ..... "OTTAWA PAGET" - "OTTAWA PAGE" - "OTTAWA PALMER" etc.

Builder's name and yard number ..... Burrard Dry Dock Co. Ltd. - Yard No. 249 (South Yard)

Owners ..... The De La Rama Steamship Co. Inc.  
~~Minister of Maritime and Supply of Canada~~

Fee \$40.00 .....



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Foundation

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