

LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

SURVEYS FOR FREEBOARD

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

Received
 Index No.
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| | | | | | |
|----------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------|--------------------------------------------------------------|------------------------------------------------------------------------|-------------------------------|-----------------------------------------------|
| Ship's Name M.S. JANAKI. | Official Number | Nationality and Port of Registry INDIAN BOMBAY | Gross Tonnage 22.97 to Shutter Deck. 15.58 to Main Deck. | Date of Build 1958. | Port of Survey |
| Moulded Dimensions: Length 237.54 Breadth 39.37 Depth 15.58 | Date of Survey 30.5.58. | | | | Surveyor's Signature A. HAESSENDONCK. |
| Freeboard Length 227.0 | Moulded displacement at moulded draught = 85 per cent. of moulded depth 2270 F.W. M. tons | | | | Particulars of Classification + 100A1. |
| Coefficient of fineness for use with Tables (actual 647) m. 68 | | | | | |

| DEPTH FOR FREEBOARD (D). | DEPTH CORRECTION. | ROUND OF BEAM CORRECTION. |
|----------------------------------------|-----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------|
| Moulded depth ... 15.58 | (a) Where D is greater than Table depth (D-Table depth) R = | Moulded Breadth (B) 39.37 |
| Stringer plate ... 30" | (b) Where D is less than Table depth (if allowed) (Table depth-D) R = | Standard Round of Beam = $\frac{B \times 12}{50} =$ 9.45 |
| Wood Sheathing on exposed deck | (15.84 - 15.61) 1.829 | Ship's Round of Beam = |
| $T \left(\frac{L-S}{L} \right) =$ | 23 | Difference Main deck none Shutter deck 9.45 |
| Depth for Freeboard (D) = 15.61 | If restricted by superstructures No. | Restricted to 9.45 |
| | | Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) =$ 9.45 x .0095 = .02 |

| DEDUCTION FOR SUPERSTRUCTURES. | | | | |
|--------------------------------|-------------------------|----------------------------------------------|-------------|----------------------|
| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Effective Length (E) |
| Poop enclosed ... | 20.90 | 20.90 | 7.68 | 20.90 |
| " overhang ... | | | | |
| R.Q.D. enclosed ... | | | | |
| " overhang ... | | | | |
| Bridge enclosed ... | 212.37 | 212.37 | | 212.37 |
| " overhang aft ... | | | | |
| " overhang forward ... | | | | |
| Fore enclosed ... | | | | |
| " overhang ... | | | | |
| Trunk aft ... | | | | |
| " forward ... | | .47 x 0.4 | | |
| Tonnage opening aft ... | 4.27 | 2.01 | | 2.01 |
| " " forward ... | | | | |
| Total ... | 237.54 | 235.28 | | 235.28 |

Standard Height of Superstructure **6.00**

" " R.Q.D. **29.75**

Deduction for complete superstructure

Percentage covered $\frac{S}{L} =$ **100**

" " $\frac{S_1}{L} =$ **99.05**

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

Percentage from Table, Line A+B. **98.83**

(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 = **29.75 x .9883 = 29.40**

| SHEER CORRECTION. | | | | | | | |
|---------------------|-------------------|----------|---------------|-----------------|--------------------|----------|---------------|
| Station | Standard Ordinate | S | Product | Actual Ordinate | Effective Ordinate | S | Product |
| A.P. ... | 33.75 | 1 | 33.75 | 33.74 | 50.42 | 1 | 50.42 |
| 1/4 L from A.P. ... | 15.02 | 4 | 60.08 | 14.96 | 22.44 | 4 | 89.76 |
| 1/2 L " ... | 3.71 | 2 | 7.42 | 3.74 | 5.55 | 2 | 11.10 |
| Amidships ... | 0 | 4 | 0 | 0 | 0 | 4 | 0 |
| 3/4 L from F.P. ... | 7.43 | 2 | 14.86 | 7.48 | 9.26 | 2 | 18.52 |
| 1/4 L " ... | 30.04 | 4 | 120.16 | 29.96 | 37.45 | 4 | 149.80 |
| F.P. ... | 67.51 | 1 | 67.51 | 67.48 | 84.16 | 1 | 84.16 |
| Total ... | | | 303.78 | 116.68 | | | 403.76 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - S}{2L} \right) =$ **99.98 / 18 = 5.55**

If limited on account of midship superstructure. **No**

Mean actual sheer aft = **50.42**

Mean standard sheer aft = **50.42**

Mean actual sheer forward = **11.10**

Mean standard sheer forward = **11.10**

Length of enclosed superstructure forward of amidships = **L**

" " aft of " = **L**

Actual sheer Deck ht = **7.39**

Standard = **6.00**

Excess = **1.39**

Excess = **16.68**

Excess = **1.39**

If limited to maximum allowance of 1 1/2 ins. per 100ft. **No**

| Deduction for Tropical Freeboard. | | Deduction for Fresh Water. | | TABULAR FREEBOARD corrected for Flush Deck (if required) | |
|---------------------------------------------------------------------------------------|--|------------------------------------------------------------------------------------------|--|----------------------------------------------------------|--|
| Addition for Winter and Winter North Atlantic Freeboard. | | | | Correction for coefficient | |
| Depth to Freeboard Deck = 15.61 | | Displacement in salt water at summer load water line $\Delta =$ 2780 S.W. M. Tons | | NIL | |
| Summer freeboard = .17 | | Tons per inch immersion at summer load water line $T =$ 18.20 S.W. M. ton | | | |
| Moulded draught (d) = 15.44 | | Deduction = $\frac{\Delta}{40 T}$ inches = 3.82 | | | |
| Keel allowance = | | | | | |
| Extreme draught = | | | | | |
| Deduction for Tropical freeboard and addition for = | | | | | |
| Winter freeboard = $\frac{d}{4}$ inches = 3.86 - 3 3/4 | | | | | |
| Addition for Winter North Atlantic Freeboard (if required) = 3 3/4 + 2 = 5 3/4 | | | | | |

Depth Correction ... **.42**

Deduction for superstructures ... **29.40**

Sheer correction ... **1.39**

Round of Beam correction ... **.02**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

Summer Freeboard = **-31.19**

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

| | | | |
|----------------------------------------------------|--------------|--------------------------------|------------------------|
| Tropical Fresh Water Line above Centre of Disc ... | 3 3/4 | Tropical Fresh Water Freeboard | 2 3/4 (limited) |
| Fresh Water Line " " ... | 3 3/4 | Fresh Water | 1 3/4 |
| Tropical Line " " ... | 3 3/4 | Tropical | 2 3/4 (limited) |
| Winter Line below " " ... | 3 3/4 | Winter | 3 3/4 |
| Winter North Atlantic Line " " ... | 5 3/4 | Winter North Atlantic | 7 3/4 |

110 JUN 1958

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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