



12 DEC 1952

Index No. 4418440
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name M.V. "GLESSULA"	Official Number -	Nationality and Port of Registry DUTCH BRITISH WILLEMSTAD. LONDON	Gross Tonnage TO BE ASSIGNED.	Date of Build 1949 CONVERSION 1952.	Port of Survey NEWCASTLE-ON-TYNE
Moulded Dimensions: Length 384'-0" Breadth 62'-6" Depth 26'-3" 117.03M 19.05M 8.001M					Date of Survey DECEMBER 1952.
Moulded displacement at moulded draught = 85 per cent. of moulded depth 12545 tons (22'-4") 12532					Surveyor's Signature James W. H. Keay (CONTEMPLATED)
Coefficient of fineness for use with Tables 821.820					Particulars of Classification +100 A1, CARRYING PETROLEUM IN BULK FOR SERVICE IN ALL PARTS OF THE CARIBBEAN SEA.

DEPTH FOR FREEBOARD (D).		DEPTH CORRECTION.		ROUND OF BEAM CORRECTION.	
Moulded depth ...	26.25'	(a) Where D is greater than Table depth (D-Table depth) R =	8.33(8.017-7.802)29.555 = +53 m/m.	Moulded Breadth (B)	62.5 = 19.05 M
Stringer plate64"	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	.215	Standard Round of Beam = $\frac{B \times 12}{50}$	381 m/m
Sheathing on exposed deck NONE		If restricted by superstructures	✓	Ship's Round of Beam 16"	406
$T \left(\frac{L-S}{L} \right) =$				Difference	25
Depth for Freeboard (D) =	8.017			Restricted to	
				Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right)$	$\frac{25}{4} \times .758 = -5 m/m.$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	19.100	19.100	24.38		19.100
" overhang aft	2.04	1.53			1.53
" overhang forward	9.068	9.068	2.286		9.068
F'cle enclosed ...	2.04	9.068	2.286		9.068
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft					
" " forward					
Total ...	28.372	28.321			28.321

Standard Height of Superstructure **2240 m/m.**

" " R.Q.D. **-**

Deduction for complete superstructure **1040 m/m.**

Percentage covered $\frac{S}{L} = 24.24$

" " $\frac{S_1}{L} = 24.20$

" " $\frac{E}{L} = 24.20$

Percentage from Table, Line A **Tanker 16.94**
(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 = **$1040 \times .1694 = -176 m/m.$**

SHEER CORRECTION.

Station	Standard Ordinate	S	Product	Actual Ordinate (ins.)	Effective Ordinate	S	Product
A.P. ...	122.9	1	122.9	27 1/2	69.8	1	69.8
1/2 L from A.P. ...	54.6	4	218.4	3 3/8	86	4	344
1/2 L " ...	136.5	2	273	0	-	2	-
Amidships ...	-	4	-	0	-	4	-
1/2 L from F.P. ...	273	2	546	0	-	2	-
1/2 L " ...	1092	4	4368	1 1/8	29	4	116
F.P. ...	2458	1	2458	53 3/4	1365	1	1365
Total ...			11058				2523

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{8535}{18} \left(.75 - \frac{.1212}{.6288} \right) = +298 m/m$

If limited on account of midship superstructure.

Mean actual sheer aft
Mean standard sheer aft = } **Deficient**

Mean actual sheer forward
Mean standard sheer forward = }

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

" " aft of " = **-**

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **8.017**

Summer freeboard = **1.820**

Moulded draught (d) = **6.197**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{48}$ inches = **.129 = 13 cm.**

Addition for Winter North Atlantic Freeboard (if required) = **Not assigned**

Deduction for Fresh

Water.

(20' - 5')

Displacement in salt water at summer load water line

$\Delta = 11415$

Tons per inch immersion at summer load water line

$T = 51.0$

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

= **5.60**

= **14 cm.**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

$\frac{.68 + .82}{1.36} = \frac{1.50}{1.36}$

Depth Correction

53

Deduction for superstructures

298

Sheer correction

5

Round of Beam correction

176

Correction for Thickness of Deck amidships

351

Other corrections, scantlings, etc.

181

Summer Freeboard = **1820 m/m.**

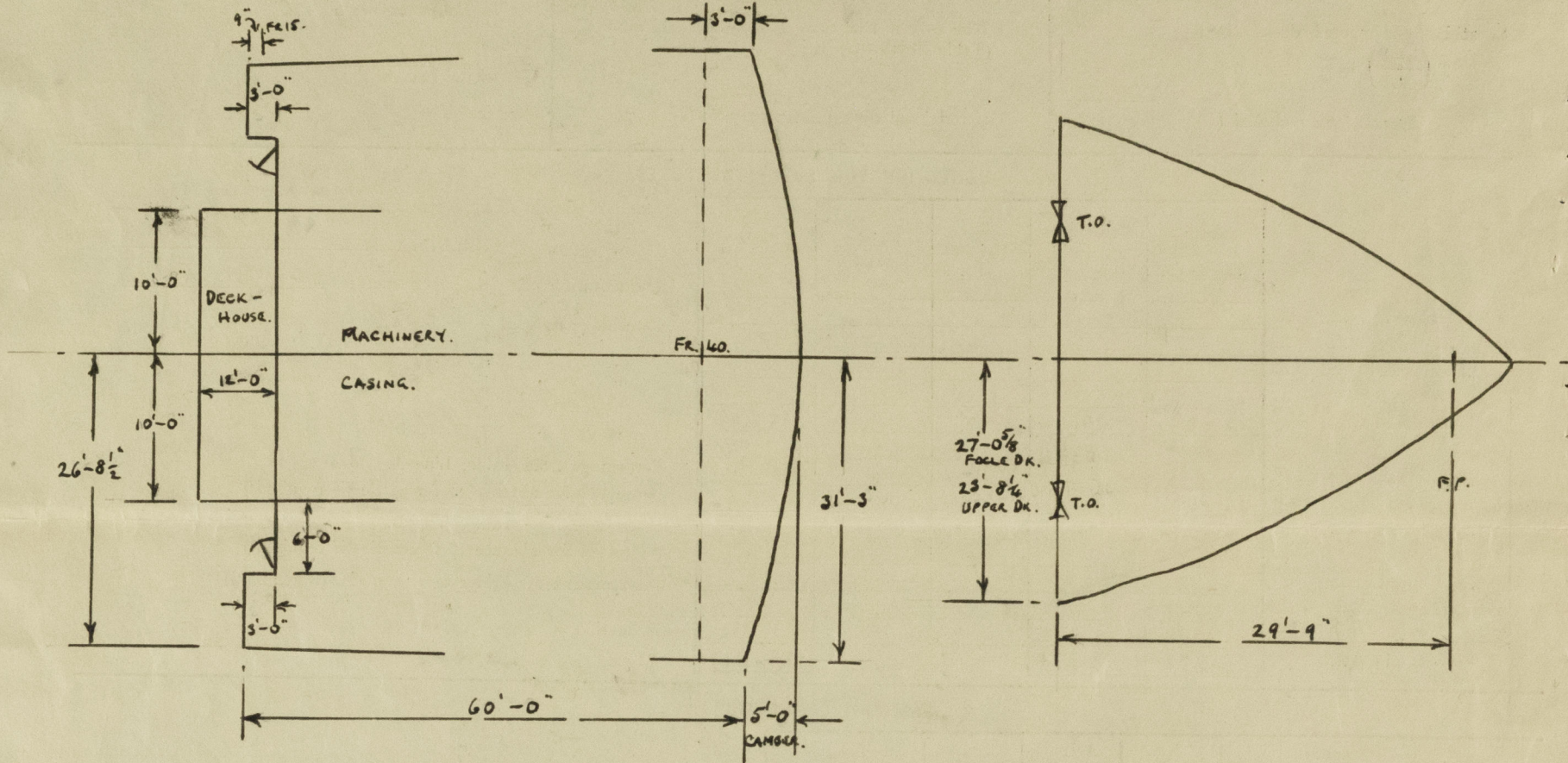
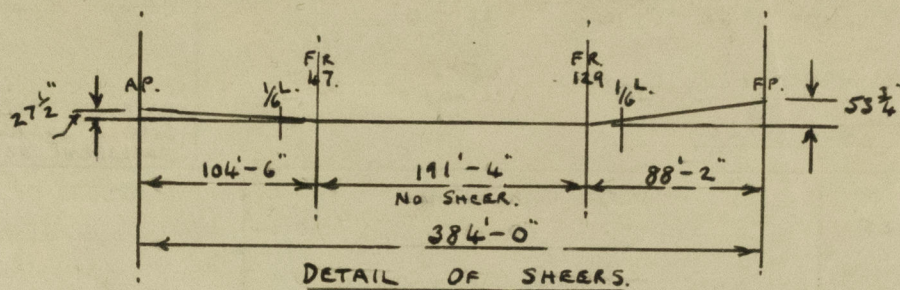
SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc	27
Fresh Water Line	14
Tropical Line	13
Winter Line below	NOT ASSIGNED
Winter North Atlantic Line	NOT ASSIGNED

Tropical Fresh Water Freeboard	155
Fresh Water	168
Tropical	169
Winter	NOT ASSIGNED
Winter North Atlantic	NOT ASSIGNED

Glossula.

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.



PLAN OF
AFT END.

Length of Bridge at Side = 60.00

$$\begin{array}{r} - 6.0 \times 3.0 \\ \hline 26.71 \\ + \frac{2}{3} \times 5.0 \\ \hline 27.71 \end{array}$$

PLAN OF
FORE END.

$$\begin{array}{r} = - .67' (= \text{overhang} = 204 \text{ mm}) \\ \hline 59.33 \\ + 3.33 \\ \hline 62.66 \end{array}$$

PLAN OF FO'CLE

Trade of ship FOR SERVICE IN ALL PARTS OF THE CARIBBEAN SEA.

Names of sister ships M.V. "GEMMA", "GEMITRA"

REPAIRERS
Builder's name and yard number PALMERS HEBBURN CO. LTD. HEBBURN.

Owners N.V. CURAÇAOSE SCHEEPV. MAATS.

Fee £ — TO BE CHARGED ON RPT. 8



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