

Lloyd's Register of Shipping.  
SURVEYS FOR FREEBOARD.  
(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>NORVEST</b>	Official Number ✓	Nationality and Port of Registry <i>British Singapore</i>	Gross Tonnage <i>144.38</i>	Date of Build <i>1946</i>	Port of Survey <i>Rotterdam</i>
Moulded Dimensions: Length <i>20.5m</i> Breadth <i>6.10m</i> Depth <i>2.90m</i>					Date of Survey <i>21st February 1947</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>could not be obtained</i> tons					Surveyor's Signature <i>M. Wickoos</i>
Coefficient of fineness for use with Tables <i>could not be obtained</i>					Particulars of Classification <i>11A1-K-Carrying oil in bulk (See Norske Veritas)</i>

<b>DEPTH FOR FREEBOARD (D).</b> Moulded depth ... .. <i>2.90m</i> Stringer plate <i>approximate</i> ... <i>0.01m</i> <i>see midship section London Office</i> Sheathing on exposed deck <i>office</i> $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) =	<b>DEPTH CORRECTION.</b> (a) Where D is greater than Table depth (D-Table depth) R = (b) Where D is less than Table depth (if allowed) (Table depth-D) R = If restricted by superstructures	<b>ROUND OF BEAM CORRECTION.</b> Moulded Breadth (B) Standard Round of Beam = $\frac{B \times 12}{50} =$ Ship's Round of Beam = <i>0.13m</i> Difference Restricted to Correction = $\frac{\text{Diff}^\circ}{4} \times \left( 1 - \frac{S_1}{L} \right) =$
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DEDUCTION FOR SUPERSTRUCTURES.				
	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Effective Length (E)
Poop enclosed ... ..				
„ overhang ... ..				
R.Q.D. enclosed ... ..	<i>7.90m</i>		<i>0.735m</i>	
„ overhang ... ..				
Bridge enclosed ... ..				
„ overhang aft ... ..				
„ overhang forward ... ..				
F'cle enclosed <i>(bulk)</i> ... ..	<i>4.03m</i>		<i>0.685m</i>	
„ overhang ... ..				
Trunk aft ... ..				
„ forward ... ..				
Tonnage opening aft ... ..				
„ „ forward ... ..				
Total ... ..				

Standard Height of Superstructure .....
„ „ R.Q.D. ....
Deduction for complete superstructure .....
Percentage covered $\frac{S}{L} =$
„ „ $\frac{S_1}{L} =$
„ „ $\frac{E}{L} =$
Percentage from Table, Line A. (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 =

*sheers as per your cable from* ✓

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ... ..		1		<i>0.495m</i>		1	
$\frac{1}{8}L$ from A.P. ... ..		4		<i>nil</i>		4	
$\frac{2}{8}L$ „ ... ..		2		<i>„</i>		2	
Amidships ... ..		4		<i>„</i>		4	
$\frac{2}{8}L$ from F.P. ... ..		2		<i>„</i>		2	
$\frac{1}{8}L$ „ ... ..		4		<i>„</i>		4	
F.P. ... ..		1		<i>0.305m</i>		1	
Total ... ..							

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

Mean actual sheer aft  
Mean standard sheer aft =

Mean actual sheer forward  
Mean standard sheer forward =

Length of enclosed superstructure *forward of* ... ..  
„ „ aft of „ =

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Ft. Depth to Freeboard Deck = Summer freeboard = Moulded draught (d) = Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = Addition for Winter North Atlantic Freeboard (if required) =	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta =$ Tons per inch immersion at summer load water line T = Deduction = $\frac{\Delta}{40 T}$ inches =	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient Depth Correction ... .. Deduction for superstructures ... .. Sheer correction ... .. Round of Beam correction ... .. Correction for Thickness of Deck amidships ... .. Other corrections, scantlings, etc. ... .. Summer Freeboard =
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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 ... ..	Tropical Fresh Water Freeboard ... ..
Fresh Water Line „ „ ... ..	Fresh Water „ „ ... ..
Tropical Line „ „ ... ..	Tropical „ „ ... ..
Winter Line below „ „ ... ..	Winter „ „ ... ..
Winter North Atlantic Line „ „ ... ..	Winter North Atlantic „ „ ... ..

5m T 11/41. M°C.  
*r rissel completely welded, not gasfree and ice bound; so difficult to check.*

008753 - 008758 - 0046



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 Coasting trade (as per class)

Names of sister ships ✓

Builder's name and yard number built at Fredrikstad by Messrs. Leusdewens Verkeerd

Owners Shell Company of Straits Settlements, Singapore

Fee £120.-

exp. 3.-

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Foundation