

# LLOYD'S REGISTER OF SHIPPING

UNITED WITH THE BRITISH CORPORATION REGISTER

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index No. **43970**  
(For London Office only.)

20 NOV 1951

GRK. REPORT N° 24528.

Ship's Name <b>"HOLMGAR"</b> <b>VONNE</b>	Official Number	Nationality and Port of Registry <b>GREEK</b> <b>NORWEGIAN</b> <b>PIRAEUS</b> <b>BERGEN</b>	Gross Tonnage <b>8997.</b>	Date of Build <b>1951</b>	Port of Survey <b>PORT GLASGOW</b>
Moulded Dimensions: Length <b>470.0'</b> Breadth <b>62.0'</b> Depth <b>35.25'</b> <b>AFT PEAK IS CB OF RUDDER STOCK.</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>19540</b> tons (excluding bossing)					Date of Survey <b>WHILST BUILDING</b>
Coefficient of fineness for use with Tables <b>783.</b>					Surveyor's Signature <b>J. J. Jameson</b>
					Particulars of Classification <b>+100 A.1.</b> <b>"CARRYING PETROLEUM IN BULK" (CONTEN°)</b>

DEPTH FOR FREEBOARD (D).	DEPTH CORRECTION.	ROUND OF BEAM CORRECTION.
Moulded depth ... .. <b>35.25</b>	(a) Where D is greater than Table depth (D-Table depth) R = <b>(35.32 - 31.33) 3 = + 11.97"</b>	Moulded Breadth (B) <b>62.0"</b>
Stringer plate ... .. <b>0.80"</b> 07.	(b) Where D is less than Table depth (if allowed) (Table depth-D) R = <b>3.99</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{62 \times 12}{50} = 14.88$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = <b>15.5"</b>
Depth for Freeboard (D) = <b>35.32.</b>		Difference <b>62.</b>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{62^2}{4} \times \left( 1 - \frac{15.5}{62} \right) = 601.2 = 0.09$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed <b>Equiv. CENTRE</b> ... .. <b>101.57</b>	<b>101.57</b>	<b>101.57</b>	<b>7.6"</b>	<b>-</b>	<b>101.57</b>
" overhang <b>SIDES</b> ... .. <b>97.4"</b>	<b>97.4"</b>				
R.Q.D. enclosed ... ..					
" overhang ... ..					
Bridge enclosed <b>Equiv. CENTRE</b> ... .. <b>42.96</b>	<b>42.96</b>	<b>42.96</b>	<b>7.6"</b>	<b>-</b>	<b>42.96</b>
" overhang aft <b>SIDES</b> ... .. <b>40.0"</b>	<b>40.0"</b>				
" overhang forward ... ..					
F'cle enclosed ... .. <b>42.11"</b>	<b>42.92</b>	<b>42.92</b>	<b>7.6"</b>	<b>-</b>	<b>42.92</b>
" overhang ... ..					
Trunk aft ... ..					
" forward ... ..					
Tonnage opening aft ... ..					
" " forward ... ..					
Total ... ..	<b>187.45</b>	<b>187.45</b>			<b>187.45</b>

Standard Height of Superstructure <b>7.50'</b>	
" " R.Q.D. <input checked="" type="checkbox"/>	
Deduction for complete superstructure <b>42.00'</b>	
Percentage covered $\frac{S}{L} =$	<b>39.88.</b>
" " $\frac{S_1}{L} =$	
" " $\frac{E}{L} =$	
Percentage from Table, Line A. TANKER. <b>30.88.</b>	
(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 = <b>42.00 + 30.88 = 12.97.</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ... ..	<b>57.00</b>	<b>1</b>		<b>57.00</b>	<b>57"</b>	<b>57.00</b>	<b>1</b>		<b>57.00</b>
$\frac{1}{2}$ L from A.P. ... ..	<b>25.365</b>	<b>4</b>		<b>101.46</b>	<b>25<math>\frac{3}{8}</math>"</b>	<b>25.375</b>	<b>4</b>		<b>101.50</b>
$\frac{3}{4}$ L " ... ..	<b>6.27</b>	<b>2</b>		<b>12.54</b>	<b>6<math>\frac{3}{8}</math>"</b>	<b>6.315</b>	<b>2</b>		<b>12.73</b>
Amidships ... ..	<b>✓</b>	<b>4</b>		<b>✓</b>	<b>0</b>	<b>✓</b>	<b>4</b>		<b>✓</b>
$\frac{3}{4}$ L from F.P. ... ..	<b>12.54</b>	<b>2</b>		<b>25.08</b>	<b>12<math>\frac{3}{4}</math>"</b>	<b>12.75</b>	<b>2</b>		<b>25.50</b>
$\frac{1}{2}$ L " ... ..	<b>50.73</b>	<b>4</b>		<b>202.92</b>	<b>50<math>\frac{3}{4}</math>"</b>	<b>50.75</b>	<b>4</b>		<b>203.00</b>
F.P. ... ..	<b>114.00</b>	<b>1</b>		<b>114.00</b>	<b>114"</b>	<b>114.00</b>	<b>1</b>		<b>114.00</b>
Total ... ..				<b>513.00</b>					<b>513.75</b>

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{.75}{18} \left( \frac{.75 - .1994}{2} \right) = -.02$   
If limited on account of midship superstructure. **5506.**

Mean actual sheer aft =  
Mean standard sheer aft = } **EXCESS.**

Mean actual sheer forward =  
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =  
L

" " aft of " = } **TANKER.**

Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)		80.20.	
Addition for Winter and Winter North Atlantic Freeboard.				Correction for coefficient $\frac{.783 + .68}{1.36} = \frac{1.463}{1.36}$		86.28.	
Depth to Freeboard Deck	=	Ft. 35.32.	Displacement in salt water at summer load water line			+	-
Summer freeboard	=	7.10.	$\Delta = 28.0" = 18206 \text{ TONS}$				
Moulded draught (d)	=	28.22.	$29.0" = 18936 "$			11.97	✓
Keel allowance	=		Tons per inch immersion at summer load water line.			✓	12.97.
			T = $28.0" = 60.33 \text{ TONS}$			✓	.02.
			$29.0" = 60.83 "$			✓	.09.
Extreme draught	=		Deduction = $\frac{\Delta}{40 T}$ inches			✓	
Deduction for Tropical freeboard and addition for			= 7.61.			✓	
Winter freeboard = $\frac{d}{4}$ inches	=	7.05 = 7"	= 7 $\frac{1}{2}$ "			✓	
Addition for Winter North Atlantic Freeboard (if required)	=	4.70 + 7.05 = 11.75 = 11 $\frac{3}{4}$ "				11.97.	13.08
							- 1.11.
							Summer Freeboard = 85.17

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

Tropical Fresh Water Line above Centre of Disc <b>14<math>\frac{1}{2}</math>"</b> ... <b>368.</b>	Tropical Fresh Water Freeboard <b>5.10<math>\frac{3}{4}</math>"</b> ... <b>1797 "</b>
Fresh Water Line " <b>7<math>\frac{1}{2}</math>"</b> ... <b>190.</b>	Fresh Water " <b>6.5<math>\frac{3}{4}</math>"</b> ... <b>1975 "</b>
Tropical Line " <b>7"</b> ... <b>178 "</b>	Tropical " <b>6.6<math>\frac{1}{4}</math>"</b> ... <b>1987 "</b>
Winter Line below " <b>7"</b> ... <b>178 "</b>	Winter " <b>7.8<math>\frac{1}{4}</math>"</b> ... <b>2343 "</b>
Winter North Atlantic Line " <b>11<math>\frac{3}{4}</math>"</b> ... <b>298.</b>	Winter North Atlantic " <b>8.1"</b> ... <b>2463 "</b>



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 INTERNATIONAL

Names of sister ships "CIS BROVIG" "BERGLJOT" "NORBO" "ERLING BORTHEM" "KATARINA"

Builder's name and yard number M<sup>r</sup> HAMILTON & CO<sup>LD</sup> NO 486

Owners \_\_\_\_\_

Fee £ 36 . 0 . 0



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