

1803

Klassificeret Dampskib.

DET NORSKE VERITAS.

Bemyndiget af Departementet for Handel, Sjøfart og Industri til at udstede Fribordscertifikat. Sjødygtighedslovens § 55.

Authorized by The Ministry of Commerce, Navigation and Industry to issue Freeboard Certificate. The Law of Seaworthiness § 55.

Frikjøf Eide

Skibets Navn
Vessel's name

MTNS

Kjendingsignal
Codesignal

Hangesund.

Hjemsted
Port of Registry

Nr. D.

NORSK FRIBORDSCERTIFIKAT. (Norwegian Freeboard Certificate).

I Henhold til norsk Lov om Statskontrol med Skibes Sjødygtighed af 9de Juni 1903 med Tillægslov af 18de September 1909, og Fribordsregler og Tabeller fastsat ved kgl. Resolution af 18de September 1909, er ovennævnte **Dampskibs** Fribord bestemt som følger:

By virtue of the Norwegian Law of Public Supervision with the Seaworthiness of Ships, dated June 9th 1903, with amendments of September 18th 1909, and with Freeboard Rules and Tables confirmed by Royal Ordinance of September 18th 1909, the Freeboard of the above mentioned **Steamer** has been assigned as follows:

Fribord i Ferskvand (Sommer)	0 Fod	11 1/2 Tommer	Freeboard in fresh water (Summer)
Fribord i tropisk Farvand (gode Aarstid)	1 Fod	1 Tommer	Freeboard in tropical waters (fine season)
Sommerfribord (Cirkelens Centrum)	1 Fod	3 1/2 Tommer	Summer-freeboard (centre of circle)
Vinterfribord	1 Fod	5 1/2 Tommer	Winter-freeboard
Fribord i Nord-Atlanterhavet (Vinter)	1 Fod	7 1/2 Tommer	Freeboard North Atlantic (Winter)
Sommerfribord tilsv. B. of T.'s	1 Fod	4 1/2 Tommer	Summer-freeboard corresponding to B. of T.'s

Ovennævnte Fribord maales fra den fastsatte Dækslinje afmærket paa Skibets Sider i Høide med Staal Dækkets Overflade paa Hoved Dæk.

The above Freeboards are to be measured from the prescribed deckline marked upon the vessel's sides at the level of the surface of the steel deck, on main deck.

Certifikatets Gyldighed ophører, naar Skibet har faaet sin Klasse (for Træskibe: Klassegruppe) forandret eller har tabt samme, eller naar Skrog eller Overbygning har undergaaet Forandringer, som har Indflydelse paa Fribordet, eller naar det maatte foreskrives af Sjøfartskontoret.

The term of the Certificate expires, when the vessel has had its class (for wood ships: class division) altered, or has lost the same, or when hull or erections have undergone alterations, that have influenced the Freeboard or when so has been decreed by The Mercantile Marine Department.

Christiania den (the) 12^{te} november 1911

L. Bruhn.
Direktør.

S - Sommerfribord. Den øvre Rand af den Linje, som gaar gennem Cirkelens Centrum saavel som dens Forlængelse mærket med S angiver den dybeste tilladte Nedlastning i salt Vand for Reiser fra europæiske eller Middelhavshavne i Maanederne April—September, begge indbefattet, eller fra andre Egne af Jorden i den tilsvarende Aarstid.

V - Vinterfribord. Den øvre Rand af Linjen mærket V angiver den dybeste tilladte Nedlastning i salt Vand i Maanederne Oktober—Mars, begge indbefattet.

VA - Fribord i Nord-Atlantshavet (Vinter). Den øvre Rand af Linjen mærket VA angiver den dybeste tilladte Nedlastning i salt Vand for Dampskibe af 330 Fods Længde eller mindre, som skal befare det nordlige Atlanterhav i Maanederne Oktober—Mars, begge indbefattet, mellem europæiske eller Middelhavshavne og amerikanske Havne nordenfor Kap Hatteras.

TF - Fribord i tropiske Farvande (gode Aarstid). Den øvre Rand af Linjen mærket TF angiver den dybeste tilladte Nedlastning i Saltvand i tropiske Farvande i den gode Aarstid.

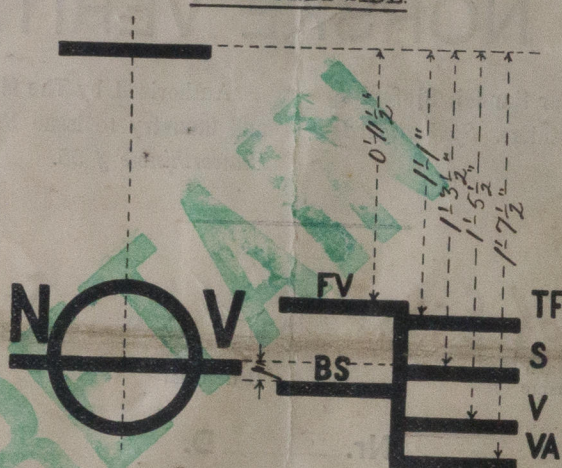
FV - Fribord i Ferskvand (Sommer). Den øvre Rand af Linjen mærket FV angiver den dybeste tilladte Nedlastning i Ferskvand i Maanederne April—September, begge indbefattet, og tilsvarende Sommerfribordet — S — i Saltvand.

I Lighed hermed kan alle de ovenfor angivne Fribord gives et Fradrag stort... Tommer for at bestemme den for vedkommende Tilfælde dybeste tilladte Nedlastning i Ferskvand. Ved Lastning i Brakvand bestemmes den dybeste tilladte Nedlastning ved at formindske Fradraget for Nedlastning i Ferskvand i samme Forhold som Saltholdigheden øger.

Fartøjer, som passerer en vis Strækning i indelukket Farvand, inden de naar Havet, tillades at laste saa meget dybere end vedkommende Lastemerke, som Vægten af det Brændsel, der vil forbruges gennem det indelukkede Farvand, bevirker.

BS - Fribord tilsvarende B.O.T.'s Sommerfribord, afmærket til Skibsførerens Veiledning ved Skibets Afgang fra fransk og britisk Havn saavel som ved dets Ankomst til britisk Havn. Den øvre Rand af Linjen mærket BS angiver den dybeste tilladte Nedlastning (efter franske og britiske Røglere) i salt Vand i Maanederne April—September, begge indbefattet. Forskjellen mellem BS og S stor... Tommer tillagt de øvrige norske Fribord giver under de forskellige Forhold de Fribord, der begrænser Nedlastningen.

STYRBORDS SIDE.



S - Summer-freeboard. The upper edge of the line, passing through the centre of the circle, as well as its extension marked with an S, denotes the deepest permissible loading in salt water for passages from European and Mediterranean ports during the months April—September, both inclusive, or from other parts of the world, in the corresponding season.

V - Winter-freeboard. The upper edge of the line marked V denotes the deepest permissible loading in salt water during the months October—March, both inclusive.

VA - Freeboard North Atlantic (Winter). The upper edge of the line marked VA denotes the deepest permissible loading in salt water for steamers of 330 feet length, or less destined to trade in the North Atlantic during the months October—March, both inclusive, between European or Mediterranean ports and American ports north of Cape Hatteras.

TF - Freeboard in tropical waters (in the fine season). The upper edge of the line marked TF denotes the deepest permissible loading in salt water in tropical waters during the fine season.

FV - Freeboard in fresh water (Summer). The upper edge of the line marked FV denotes the deepest permissible loading in fresh water during the months April—September, both inclusive, and corresponds with the summer freeboard — S — in salt water.

In correspondence herewith, a reduction of $\frac{4}{10}$ inches may be applied to all the above Freeboards, so as to determine in each case, the deepest permissible loading in fresh water.

On loading in brackish water, the deepest permissible loading shall be determined by diminishing the reduction allowed for loading in fresh water in proportion to the increase of the salinity of the water.

Vessels traversing given stretches of sheltered waters, before reaching the open sea, are permitted to load as much deeper than the loading-mark in question, as is equivalent to the consumption of fuel in weight, during the sheltered passage.

BS - Freeboard corresponding to Board of Trade's Summer-freeboard marked for the guidance of the shipmaster on leaving a French or a British port as well as on arrival at a British port. The upper edge of the line marked BS denotes the deepest permissible loading (acc. to French and British regulations) in salt water during the months April—September, both inclusive. — The difference between BS and S, of $\frac{1}{10}$ inches added to the other Freeboards, gives, under the different conditions, the Freeboards that limit the loading.

Skibet er klassificeret i den i Norge anerkjendte Besigtelsesinstitution:

Lloyd's Register

{ og har Klasse }
{ and holds Class }

100A1

The ship is classed in the Classification Society, recognized in Norway: