

APR 29 1941

REPORT  
3371

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

Ship's Name <b>APIKE CHAMLOIS</b> <del>"PACIFIC REDWOOD"</del> <del>EX "WESTMOUNT"</del>	Official Number <b>168200</b> <del>216333</del>	Nationality and Port of Registry <b>British</b> <b>U.S.A.</b> <b>London</b>	Gross Tonnage <b>5683</b>	Date of Build <b>1918</b>	Port of Survey <b>Seattle, Wash.</b>
Moulded Dimensions: Length <b>410.45'</b> Breadth <b>54.00</b> Depth <b>30.17'</b>					Date of Survey <b>Feb. 21, 1941</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth					Surveyor's Signature <b>W. Smith</b>
Coefficient of fineness for use with Tables <b>82</b> <b>- 79 estimated</b>					Particulars of Classification <b>100 A1</b> <b>Contemplated</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>30.172"</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(30.17 - 27.36) x 3.00 = + 8.58"</b>	Moulded Breadth (B) <b>54' 0</b>
Stringer plate <b>60"</b> ... <b>.051</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>✓</b>	Standard Round of Beam = $\frac{B \times 12}{50} = \frac{54 \times 12}{50} = 12.96$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>13.5</b>
Depth for Freeboard (D) = <b>30.22</b>		Difference <b>Excess</b> <b>.54</b>
		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.54}{4} \times .4994 = -.07"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	43.75	43.75	8'6"	✓	43.75	Standard Height of Superstructure <b>7.50</b>
" overhang ...						" " R.Q.D. <b>✓</b>
R.Q.D. enclosed ...						Deduction for complete superstructure <b>42.00"</b>
" overhang ...						Percentage covered $\frac{S}{L} = \frac{50.06}{50.06} = 1.00$
Bridge enclosed ...	114.75	114.75	8'6"	✓	114.75	" $\frac{S_1}{L} = \frac{50.06}{50.06} = 1.00$
" overhang aft ...						" $\frac{E}{L} = \frac{50.06}{50.06} = 1.00$
" overhang forward ...						Percentage from Table, Line A. <b>✓</b>
Fore enclosed ...	47.00	47.00	8'6"	✓	47.00	(corrected for absence of forecastle (if required)) <b>✓</b>
" overhang ...						Percentage from Table, Line B. <b>36.06</b>
Trunk aft ...						(corrected for absence of forecastle (if required)) <b>✓</b>
" forward ...						Interpolation for bridge less than 2L (if required) <b>✓</b>
Tonnage opening aft ...						Deduction = <b>42.00 x .3606 = -15.14"</b>
" " forward						
Total ...	205.50	205.50			205.50	

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	Mean actual sheer aft =	Mean standard sheer aft =
A.P. ...	51.05	1		51.05	52.00	52.00	1		52.00	Deficient and less than 50%	
1/4 L from A.P. ...	22.715	4		90.86	7.00	7.00	4		28.00	Mean actual sheer forward = Excess	Mean standard sheer forward = Excess
1/2 L " ...	5.615	2		11.23	-5.50	-5.50	2		-11.00		
Amidships ...	-	4		-	-	-	4		-	Length of enclosed superstructure forward of amidships =	
3/4 L from F.P. ...	11.23	2		22.46	16.00	11.23	2		22.46	aft of " =	
1/4 L " ...	45.43	4		181.72	48.00	45.43	4		181.72	Apex sheers:	
F.P. ...	102.09	1		102.09	123.00	102.09	1		102.09	51.05 1 51.05 51.00 1 51.00	
Total ...				459.41					375.27	22.715 3 68.145 7.00 3 21.00	
										5.615 3 16.845 -5.5 3 16.5	
										136.04	
										56.50	
Correction =	Difference between sums of products $\left( \frac{75-S}{2L} \right) = \frac{84.14}{18} \times .4997 = + 2.34"$										
If limited on account of midship superstructure.	If limited to maximum allowance of 1 1/2 ins. per 100 ft. <b>✓</b>										

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Corrected for Flush Deck (if required)
Depth to Freeboard Deck = <b>30.22</b>	$\Delta =$	Correction for coefficient $\frac{.71 + .68}{1.36} = 1.47$
Summer freeboard = <b>6.37</b>	Tons per inch immersion at summer load water line	Depth Correction ... <b>8.58</b>
Moulded draught (d) = <b>23.85</b>	T =	Deduction for superstructures ... <b>15.14</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>5.96 = 6"</b>	Deduction = $\frac{\Delta}{40 T}$ inches = <b>6 1/2"</b>	Sheer correction ... <b>2.34</b>
Addition for Winter North Atlantic Freeboard (if required)		Round of Beam correction ... <b>.07</b>
		Correction for Thickness of Deck amidships ...
		Other corrections, scantlings, etc. ...
		Summer Freeboard = <b>76.50</b>

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

Tropical Fresh Water Line above Centre of Disc ...	12 1/2"
Fresh Water Line " " ...	6 1/2"
Tropical Line " " ...	6"
Winter Line below " " ...	6"
Winter North Atlantic Line " " ...	✓

Tropical Fresh Water Freeboard ...	6' - 4 1/2"
Fresh Water " " ...	5' - 4"
Tropical " " ...	5' - 10"
Winter " " ...	5' - 10 1/2"
Winter North Atlantic " " ...	6' - 10 1/2"



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.

Yours faithfully

Trade of ship..... Ocean going

Names of sister ships.....

Builder's name and yard number..... Ames S. B. Co. No. 6 Seattle, Washington

Owners..... Purchased by British Ministry of Shipping

Fee £.....



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Foundation