Rpt. C.11 (Comp.).

FORT ST. JAMES
36801 Etc.

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

3 AUG 1943

Index. No. 37342
(For London office only).
31 JUL 1943

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build
S.S. "FORT ALBANY" LA FLECHE	168486	British London	7131	194

Port of Survey QUEBEC, P. Q.

Date of Survey 11th. May, 1943

Surveyor's Signature W. Hislop

Moulded Dimensions: Length 417.35 416.00' (To centre of rudder stock) Breadth 56.88' Depth 37.33' to upper deck / 28.58' to second deck

Moulded displacement at moulded draught = 85 per cent. of moulded depth 16690 16590 tons SW

Coefficient of fineness for use with Tables .778¹

Particulars of Classification ✠ 100 A.1 "with freeboard" (contemplated)

Depth for Freeboard (D).

Moulded depth ... 37.33
Stringer plate ... .05
Sheathing on exposed deck -
$T\left(\frac{L-S}{L}\right) =$
Depth for Freeboard (D) = 37.38

Depth correction.

(a) Where D is greater than Table depth
(D—Table depth) R=
$(37.38 - 27.73) \; 3.00 = 28.95'$ (82 / 9.56 / 68)

(b) Where D is less than Table depth (if allowed)
(Table depth—D) R= -

If restricted by superstructures -

Round of Beam correction.

Moulded Breadth (B) 56.88'

Standard Round of Beam = $\frac{B \times 12}{50}$ = 13.65"

Ship's Round of Beam = 14.00"

Difference .35"

Restricted to

Correction = $\frac{Diff^o}{4} \times \left(1 - \frac{S_1}{L}\right)$ = $\frac{.35}{4}$ = -.08"9

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang... ...					
R.Q.D. enclosed ...					
" overhang					
Bridge enclosed... ...					
" overhang aft ...	Flush Deck.				
" overhang forward					
F'cle enclosed					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" " forward					
Total					

Standard Height of Superstructure 7.50'

" " R.Q.D. -

Deduction for complete superstructure 42.00"

Percentage covered $\frac{S}{L}$ = }
" " $\frac{S_1}{L}$ = } Flush Deck
" " $\frac{E}{L}$ = }

Percentage form 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 = Nil

SHEER CORRECTION.

Station	Standard Ordinate	SM	Product	Actual Ordinate	Effective Ordinate	SM	Product
A.P. ...	51.60 (73)	1	51.60 (73)	54.63	54.63	1	54.63
⅙L from A.P. ...	22.96 (3.02)	4	91.84 (2.08)	22.38	22.38	4	89.52
⅔L " ...	5.68 (9)	2	11.36 (8)	4.88	4.88	2	9.76
Amidships ...	-	4	-	-	-	4	-
⅔L from F.P. ...	11.35 (8)	2	22.70 (6)	11.75	11.75	2	23.50
⅙L " ...	45.92 (6.04)	4	183.68 (4.16)	47.13	47.13	4	188.52
F.P. ...	103.20 (47)	1	103.20 (47)	104.75	104.75	1	104.75
Total ...			464.38 (55)				470.68

Mean actual sheer aft / Mean standard sheer aft = deficient but > 75%

Mean actual sheer forward / Mean standard sheer forward = Excess

$\frac{\text{Length of enclosed superstructure}}{L}$ forward of amidships = }
" " aft of " = } Nil.

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\cdot75 - \frac{S}{2L}\right)$ = $\frac{6.30}{18} \times .75$ = -.29"

If limited on account of midship superstructure. NO, Flush Deck

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard.

	Ft.
Depth to Freeboard Deck = 37.38
Summer freeboard = 10.55⁴
Moulded draught (d) = 26.83⁴

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6¾"

Addition for Winter North Atlantic Freeboard (if required)= ✓

Deduction for Fresh Water.

Displacement in salt water at summer load water line
Δ = 13798

Tons per inch immersion at summer load water line
T = 48.23

Deduction = $\frac{\Delta}{40T}$ inches
= 7.15"
= 7¼"

TABULAR FREEBOARD corrected for Flush Deck (if required)

76.62 + 6.24 (95 / 6) 83.76 88.73 3.21

Correction for coefficient. $\frac{\cdot68 + \cdot778}{1.36} = \frac{1.458}{1.36}$

	+	-
Depth Correction ...	28.95 (68)	
Deduction for superstructures ...	-	
Sheer correction ...		0.29
Round of Beam correction ...		0.08
Correction for Thickness of Deck amidships		.34
Other corrections, scantlings, etc. and to correspond to approved summer moulded draft of 26'-10" (26-10⅛ actual)	9.19	
	38.14	0.37 - 37.77 (2)

Summer Freeboard = 126.50

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— 10'-6¼"

Tropical Fresh Water Line above Centre of Disc ...	14"	Tropical Fresh Water Freeboard ...	9'-4¼"
Fresh Water Line " " ...	7¼"	Fresh Water " " ...	9'-11¼"
Tropical Line " " ...	6½"	Tropical " " ...	9'-11¾"
Winter Line below " ...	6¾"	Winter " " ...	11'-1¼"
Winter North Atlantic Line " " ...	-	Winter North Atlantic " ...	-

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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 _____ General.

Names of sister ships _____ Standard North Sands Type.

Builder's name and yard number _____ Davie Shipbuilding & Repairing Co Ltd., Lauzon, P.Q. Hull No. 544

Owners _____ Park Steamship Co. Limited

Fee £ _____ $100.00 ~~$90.00~~

0205 ½