

FORT ST. JAMES
No. 36801 Etc.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER.)

Index. No. 37299
(For London Office only)

Ship's Name "FORT ASH"	Official Number 168470	Nationality and Port of Registry British <i>Louisa</i>	Gross Tonnage 7131.07	Date of Build 1943	Port of Survey North Vancouver, B.C.
Moulded Dimensions: Length 416.50' Breadth 56.90' Depth (37.33' to Upper Deck) <i>To centre of rudder stock</i> (28.58' to 2nd Deck)					Date of Survey April, 1943
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16,600 tons					Surveyor's Signature <i>H.B. Gill</i>
Coefficient of fineness for use with Tables .771					Particulars of Classification *100 A1 with Freeboard (Contemplated)

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... 37.33'	(a) Where D is greater than Table depth (D—Table depth) R= (37.38-27.82)3 = +28.68	Moulded Breadth (B) 56.9'
Stringer plate05'	(b) Where D is less than Table depth (if allowed) (Table depth—D) R= 9.56	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = 14"
Depth for Freeboard (D) = 37.38		Difference .34
		Restricted to <input checked="" type="checkbox"/>
		Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.34}{4} = -.09"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
Fore enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...					

Standard Height of Superstructure _____
" " R.Q.D. _____

Deduction for complete superstructure _____

Percentage covered $\frac{S}{L} =$ _____

" " $\frac{S_1}{L} =$ **Flush Deck**
" " $\frac{E}{L} =$ _____

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 = **Nil.**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate Ins.	Effective Ordinate	S M	Product
A.P. ...	51.73	1	51.73	55.00	55.00	1	55.00
1/4L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
1/4L " ...	5.69	2	11.38	6.50	6.50	2	13.00
Amidships ...	-	4	-	-	-	4	-
1/4L from F.P. ...	11.38	2	22.76	11.63	11.63	2	23.26
1/4L " ...	46.04	4	184.16	46.75	46.75	4	187.00
F.P. ...	103.47	1	103.47	105.00	105.00	1	105.00
Total ...			465.58				476.26

Mean actual sheer aft =
Mean standard sheer aft =

Mean actual sheer forward =
Mean standard sheer forward =

Length of enclosed superstructure forward of amidships =
L

" " aft of " = **Flush Deck.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{10.68}{18} \times .75 = -.45"$
If limited on account of midship superstructure. **No. Flush Deck.**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. ☒

Deduction for Tropical Freeboard.

Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **37.38**

Summer freeboard = **10.54**

Moulded draught (d) = **26.84**

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = **6.71 = 6 3/4**

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

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 13770$

Tons per inch immersion at summer load water line

$T = 48.21$

Deduction = $\frac{\Delta}{40T}$ inches

= **7.14 = 7 1/4"**

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient. $\frac{.771 + .68}{1.36} = 1.451 / 1.36$

Depth Correction ... **28.68**

Deduction for superstructures ...

Sheer correction ... **.45**

Round of Beam correction ... **.09**

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. to correspond with a Summer Moulded Draught of 26'-10" (26'-10 1/8" actual)

38.26 .54 + 37.72

Summer Freeboard = **126.50**

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Wood, Steel, Deck: 10'-6 1/2"**

Tropical Fresh Water Line above Centre of Disc ... **14"**

Fresh Water Line " " ... **7 1/4"**

Tropical Line " " ... **6 3/4"**

Winter Line below " " ... **6 3/4"**

Winter North Atlantic Line " " ... **7"**

Tropical Fresh Water Freeboard ... **9'-4 1/2"**

Fresh Water " " ... **9'-11 1/4"**

Tropical " " ... **9'-11 3/4"**

Winter " " ... **11'-1 1/4"**

Winter North Atlantic " " ... **11'-1 1/4"**

23 JUN 1943

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.....

Names of sister ships.....**"FORT ST. JAMES" - Burrard Dry Dock Co. Ltd., North Vancouver, B. C. (Yard No. 130)**

Builder's name and yard number.....**Burrard Dry Dock Co. Ltd., North Vancouver, B. C. (Yard No. 174)**

Owners.....**Minister of Munitions & Supply of Canada.**

Fee £**\$100.00**



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