

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

Ship's Name <b>"FORT FINLAY"</b>	Official Number <b>168417</b>	Nationality and Port of Registry <b>BRITISH London</b>	Gross Tonnage <b>7133.95</b>	Date of Build <b>1942</b>	Port of Survey <b>VANCOUVER, B. C.</b>
Moulded Dimensions: Length <b>416.50'</b> Breadth <b>56.90'</b> Depth <b>37.33' to Upper Deck 28.58' to 2nd Deck</b> <i>To centre of rudder stock 417.35'</i>					Date of Survey <b>DECEMBER, 1942</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16600</b> tons					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables <b>.771</b>					Particulars of Classification <b>*100 A.1. with freeboard (contemplated)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>37.33</b>	(a) Where D is greater than Table depth (D-Table depth) R= <b>(37.38-27.82)3 = +28.68"</b>	Moulded Breadth (B) <b>56.90'</b>
Stringer plate ... <b>.05</b>	(b) Where D is less than Table depth (if allowed) (Table depth-D) R= <b>9.56</b>	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>14.00"</b>
Depth for Freeboard (D) = <b>37.38</b>		Difference <b>.34</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.34}{4} = -.09"$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...					
" overhang ...					
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...					
" overhang aft ...					
" overhang forward ...					
F'cle 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	Effective Ordinate	S M	Product
A.P. ...	<b>51.73</b>	1	<b>51.73</b>	<b>55.00</b>	<b>55.00</b>	1	<b>55.00</b>
1/4L from A.P. ...	<b>23.02</b>	4	<b>92.08</b>	<b>23.25</b>	<b>23.25</b>	4	<b>93.00</b>
1/2L " ...	<b>5.69</b>	2	<b>11.38</b>	<b>6.50</b>	<b>6.50</b>	2	<b>13.00</b>
Amidships ...	-	4	-	<b>X</b>	-	4	-
3/4L from F.P. ...	<b>11.38</b>	2	<b>22.76</b>	<b>11.63</b>	<b>11.63</b>	2	<b>23.26</b>
1/2L " ...	<b>46.04</b>	4	<b>184.16</b>	<b>46.75</b>	<b>46.75</b>	4	<b>187.00</b>
F.P. ...	<b>103.47</b>	1	<b>103.47</b>	<b>105.00</b>	<b>105.00</b>	1	<b>105.00</b>
Total ...			<b>465.58</b>				<b>476.26</b>

Mean actual sheer aft = \_\_\_\_\_  
Mean standard sheer aft = \_\_\_\_\_  
Mean actual sheer forward = \_\_\_\_\_  
Mean standard sheer forward = \_\_\_\_\_  
Length of enclosed superstructure forward of amidships = \_\_\_\_\_  
" " 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.	Deduction for Fresh Water.	TABULAR FREEBOARD corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard. <b>83.21</b>	Displacement in salt water at summer load water line	Correction for coefficient. $\frac{.771 + .68}{1.36} = 1.451/1.36$ <b>88.78</b>
Depth to Freeboard Deck = <b>37.38</b>	$\Delta = 13770$	Depth Correction ... <b>28.68</b>
Summer freeboard = <b>10.54</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <b>-</b>
Moulded draught (d) = <b>26.84</b>	T = <b>48.21</b>	Sheer correction ... <b>.45</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71 = 6 3/4</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7.14</b>	Round of Beam correction ... <b>.09</b>
Addition for Winter North Atlantic Freeboard (if required) =	= <b>7 1/4"</b>	Correction for Thickness of Deck amidships ... <b>-</b>
		Other corrections, scantlings, etc. <b>9.58</b>
		to a moulded (Summer) Draught of 26'-10" (26'-10 1/8" actual)
		Summer Freeboard = <b>126.50</b>

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 ... <b>1 1/4"</b>	Tropical Fresh Water Freeboard ... <b>9'-4 1/2"</b>
Fresh Water Line " " ... <b>7 1/4"</b>	Fresh Water " " ... <b>9'-11 1/4"</b>
Tropical Line " " ... <b>6 3/4"</b>	Tropical " " ... <b>9'-11 3/4"</b>
Winter Line below " " ... <b>6 3/4"</b>	Winter " " ... <b>11'-1 1/4"</b>
Winter North Atlantic Line " " ... <b>✓</b>	Winter North Atlantic " " ... <b>✓</b>



108.00  
48.78  
11.83  
2  
25.50  
23.25  
22.00

Names of sister ships. S. S. "FORT CHILCOTIN" West Coast Shipbuilders, Ltd., Vancouver, B.C. Yard No. 101

Builder's name and yard number West Coast Shipbuilders, Ltd., Vancouver, B.C. Yard No. 112.

Minister of Munitions and Supply of Canada

Fee **100.00**