

Fort St. James  
No. 36801 ETC.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

11 FEB 1943

Ship's Name <b>FORT LA TRAITER</b> <i>Sahote</i>	Official Number -- <i>168455</i>	Nationality and Port of Registry <i>London</i> <b>British</b>	Gross Tonnage <b>7134.05</b>	Date of Build <b>1942</b>	Port of Survey <b>Vancouver, B. C.</b>
Moulded Dimensions: Length <i>417.35</i> <b>416.50'</b> Breadth <b>56.90'</b> Depth <b>37.33'</b> to Upper Dk. <i>To centre of rudder stock</i> <b>28.58'</b> to 2nd Dk.					Date of Survey <b>December, 1942</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16,600</b> tons					Surveyor's Signature <i>J. Henry</i>
Coefficient of fineness for use with Tables <i>.771</i>					Particulars of Classification <b>*100 A1 with freeboard (contemplated)</b>

Depth for Freeboard (D). Moulded depth ... <b>37.33</b> Stringer plate ... <b>.05</b> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <b>37.38</b>	Depth correction. (a) Where D is greater than Table depth (D-Table depth) R= $(37.38 - 27.82) 3 = +28.68''$ <i>9.56</i> (b) Where D is less than Table depth (if allowed) (Table depth-D) R= <input checked="" type="checkbox"/> If restricted by superstructures <input checked="" type="checkbox"/>	Round of Beam correction. Moulded Breadth (B) <b>56.90'</b> Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$ Ship's Round of Beam = <b>14.00''</b> Difference = <b>.34</b> Restricted to Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L}\right) = \frac{.34}{4} = .09$
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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 ...					
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 <i>Ins.</i>	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
1/2L " ...	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
1/2L " ...	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 = \_\_\_\_\_ } *Excess*  
Mean actual sheer forward = \_\_\_\_\_  
Mean standard sheer forward = \_\_\_\_\_  
Length of enclosed superstructure forward of amidships = \_\_\_\_\_ } *NIL*  
" " 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. 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 = <b>37.38</b> Summer freeboard = <b>10.54</b> Moulded draught (d) = <b>26.84</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71</b> <i>6 3/4</i> 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 = <b>7.14</b> <b>7 1/4''</b>	TABULAR FREEBOARD corrected for Flush Deck (if required) <b>83.21</b> Correction for coefficient. $\frac{76.95 + 6.26}{1.36} = 1.451 / 1.36$ <b>88.78</b> +      - Depth Correction ... <b>28.68</b> - Deduction for superstructures ... - Sheer correction ... <b>.45</b> Round of Beam correction ... <b>.09</b> Correction for Thickness of Deck amidships ... - Other corrections, scantlings, etc. to correspond with a Summer Moulded Draught <b>9.58</b> <b>38.26</b> <b>.54</b> + <b>37.72</b> Summer Freeboard = <b>126.50</b>
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:—

Tropical Fresh Water Line above Centre of Disc ...	<b>14''</b>	Tropical Fresh Water Freeboard ...	<b>10'-6 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>

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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.

Vancouver, B. C. 1942  
December, 1942  
16,600  
28,881 to 215 TK.  
27,331 to 215 TK.  
416.50  
25.90

26.00  
27.33  
20.

FLUSH DECK

108.00  
22.00  
23.25  
6.20  
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11.63  
46.75  
108.00

Trade of ship.....  
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. 111)**  
Owners **Minister of Munitions & Supply of Canada.**  
Fee \$ **100.00**