

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

Depth for Freeboard (D). Moulded depth ... 37.33 Stringer plate05 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 - 27.82) 3 = +28.68" <i>9.56</i> (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) 56.90' Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$ Ship's Round of Beam = 14.00" Difference .34 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 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 <i>Ins.</i>	Effective Ordinate	S M	Product
A.P. ...	51.73	1	51.73	55.00	55.00	1	55.00
%L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
%L " ...	5.69	2	11.38	6.50	6.50	2	13.00
Amidships ...	-	4	-	-	-	4	-
%L from F.P. ...	11.38	2	22.76	11.63	11.63	2	23.26
%L " ...	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 = _____

" " aft of " = _____

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 1½ 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 Correction for coefficient. $\frac{76.95 + 6.26}{1.36} = 1.451 / 1.36$ Depth Correction ... 28.68 Deduction for superstructures ... - Sheer correction45 Round of Beam correction09 Correction for Thickness of Deck amidships ... 9.58 Other corrections, scantlings, etc. to correspond with a Summer Moulded Draught 926'-10" (26'-10 1/8" Actual) 38.26 .54 + 37.72 Summer Freeboard = 126.50
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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 ...	14"
Fresh Water Line " " ...	7 1/4"
Tropical Line " " ...	6 3/4"
Winter Line below " " ...	6 3/4"
Winter North Atlantic Line " " ...	✓

Tropical Fresh Water Freeboard ...	10'-6 1/2"
Fresh Water " " ...	9'-4 1/2"
Tropical " " ...	9'-11 1/4"
Winter " " ...	9'-11 3/4"
Winter North Atlantic " " ...	11'-1 1/4"

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

7136.02

RT111111

"FORT CHILCOTIN"

December, 1942

107.331 to Upper Deck.
128.381 to Lower Deck.

25.901

416.501

16,600

with freeboard (contingent)
5100 11

25.901

27.33

20.

14,000

FLUSH DECK

108.201

00.25

23.23

6.20

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11.63

46.73

00.201

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**



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Foundation