

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

 Index No. 38011
 (For London Office only).

Ship's Name "CARTIER PARK" CANADIAN VICTOR	Official Number Not Yet Known	Nationality and Port of Registry BRITISH MONTREAL	Gross Tonnage APPROX. 2900	Date of Build 1945	Port of Survey LAUZON, P.Q.
Moulded Dimensions: Length 310'-0" Breadth 46.33 Depth 25.17					Date of Survey WHILE BUILDING
Moulded displacement at moulded draught = 85 per cent. of moulded depth 6690 tons					Surveyor's Signature <i>S. J. J. J.</i>
Coefficient of fineness for use with Tables .7612					Particulars of Classification Class Contemplated * 100A1

Depth for Freeboard (D). Moulded depth ... 25.17 Stringer plate03 Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ - Depth for Freeboard (D) = 25.20	Depth correction. (a) Where D is greater than Table depth (D—Table depth) R = $(25.20 - 20.67) 2.384 = +10.80$ (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) 46.33 Standard Round of Beam = $\frac{B \times 12}{50} =$ 11.12 Ship's Round of Beam = 11 Difference .12 Restricted to Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.12 \times .5339}{4} =$.02
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DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S _i)	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	37.25	37.25	7.75'	-	37.25	Standard Height of Superstructure 6.60
" overhang ...	-	-	-	-	-	" " R.Q.D. -
R.Q.D. enclosed ...	-	-	-	-	-	Deduction for complete superstructure 36.00
" overhang ...	76.00	76.00	9.0'	-	76.00	Percentage covered $\frac{S}{L} =$ 46.61
Bridge enclosed ...	-	-	-	-	-	" " $\frac{S_i}{L} =$ 46.61
" overhang aft ...	-	-	-	-	-	" " $\frac{E}{L} =$ 46.61
" overhang forward	31.25	31.25	7.0'	-	31.25	Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed ...	-	-	-	-	-	Percentage from Table, Line B. 33.12 (corrected for absence of forecastle (if required))
" overhang ...	-	-	-	-	-	Interpolation for bridge less than .2L (if required)
Trunk aft ...	-	-	-	-	-	Deduction = 36.00 X .3312 = -11.92
" forward ...	-	-	-	-	-	
Tonnage opening aft ...	-	-	-	-	-	
" " forward	-	-	-	-	-	
Total ...	144.50	144.50			144.50	

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P. ...	41.00	1		18"	18.00	1	18.00	Mean actual sheer aft = Deficient
1/4L from A.P. ...		4		19 7/16"	15.56	4	6.24	Mean actual sheer forward = Deficient
1/4L " ...		2		-	-	2		Mean standard sheer forward
Amidships ...		4		-	-	4		Length of enclosed superstructure forward of amidships = .10
1/4L from F.P. ...		2		-	-	2		" " aft of " = .10
1/4L " ...		4		13 9/16"	13.56	4	54.24	
F.P. ...	82.00	1		66"	66.00	1	66.00	
Total ...			369.00				144.48	

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{224.52}{18} \times .517 = +6.45"$
 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 = 25.20 Summer freeboard = 4.50 say 20'9 1/2" Extreme Moulded draught (d) = 20.70 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5 1/4 Addition for Winter North Atlantic Freeboard (if required) = 7 1/4	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta =$ 6533 Tons per inch immersion at summer load water line $T =$ 28.95 Deduction = $\frac{\Delta}{40T}$ inches = 5.64 = 5 3/4"	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient. 1.36 <table border="1"> <tr> <th></th> <th>+</th> <th>-</th> </tr> <tr> <td>Depth Correction ...</td> <td>10.80</td> <td>-</td> </tr> <tr> <td>Deduction for superstructures ...</td> <td>-</td> <td>11.92</td> </tr> <tr> <td>Sheer correction ...</td> <td>6.45</td> <td>-</td> </tr> <tr> <td>Round of Beam correction ...</td> <td>.02</td> <td>-</td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td>-</td> <td>-</td> </tr> <tr> <td>Summer Freeboard</td> <td>17.27</td> <td>11.92 + 5.35 = 58.99</td> </tr> </table>		+	-	Depth Correction ...	10.80	-	Deduction for superstructures ...	-	11.92	Sheer correction ...	6.45	-	Round of Beam correction02	-	Correction for Thickness of Deck amidships ...	-	-	Other corrections, scantlings, etc. ...	-	-	Summer Freeboard	17.27	11.92 + 5.35 = 58.99
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **W268** Steel, Deck: **4'6"**

Tropical Fresh Water Line above Centre of Disc ...	11"	Tropical Fresh Water Freeboard ...	3'7"
Fresh Water Line " " ...	5'3/4"	Fresh Water " " ...	4'0 1/4"
Tropical Line " " ...	5'1/4"	Tropical " " ...	4'0 3/4"
Winter Line below " " ...	5'1/4"	Winter " " ...	4'11 1/4"
Winter North Atlantic Line " " ...	7'1/4"	Winter North Atlantic " " ...	5'1 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.

Trade of ship.....**GENERAL**.....

Names of sister ships.....**"BELL PARK"**.....

Builder's name and yard number.....**GEO.T. DAVIE & SONS LTD. YARD NO. 33**.....

Owners.....**CANADIAN GOVERNMENT.**.....

Fee £.....



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Foundation