

Fort St. James
No. 3680/ Etc.

Lloyd's Register of Shipping.

Index. No. 37296
(For London Office only).

SURVEYS FOR FREEBOARD.

MARINE TRAVELLER (COMPLETION FOR STEAMER, ~~SAILING SHIP, TANKER~~)

Ship's Name Fort Enterprise SOUTH WICK	Official Number 168460	Nationality and Port of Registry British <i>London</i>	Gross Tonnage 7125.66	Date of Build 1943	Port of Survey Vancouver, B. C.
Moulded Dimensions: Length 417.35 <i>To centre of rudder stock</i> Breadth 56.90' Depth 37.33' to Upper Dk. 28.58' to 2nd Deck.				Date of Survey March & April, 1943	
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16,600 tons				Surveyor's Signature <i>[Signature]</i>	
Coefficient of fineness for use with Tables				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) 56.90'
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 = 14.00"
Depth for Freeboard (D) = 37.38		Difference .34
		Restricted to <input checked="" type="checkbox"/>
		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 ₁)	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 <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

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.**

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.**

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) **83.21**
Correction for coefficient. $\frac{.771 + .68}{1.36} = 1.451 / 1.36$ **88.78**
Depth Correction ... **28.68**
Deduction for superstructures ... **-**
Sheer correction ... **.45**
Round of Beam correction ... **.09**
Correction for Thickness of Deck amidships ... **9.58**
Other corrections, scantlings, etc. *to correspond*
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 ... **1 1/4"**
Fresh Water Line " " ... **7 1/4"**
Tropical Line " " ... **6 3/4"**
Winter Line below " " ... **6 3/4"**
Winter North Atlantic Line " " ... **1 1/4"**

Tropical Fresh Water Freeboard ... **9' 1 1/2"**
Fresh Water " " ... **9' 1 1/4"**
Tropical " " ... **9' 1 1/4"**
Winter " " ... **1 1/4"**
Winter North Atlantic " " ... **1 1/4"**

23 JUN 1943

1943 22.5.17

16.600	28.58' to 2nd Deck.	27.33' to Upper Deck.
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190. Ap

102-210

000.01

155. 78

120

17.63
66.75
52.00

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.117)

Minister of Munitions & Supply of Canada.

Fee £ **\$100.00** *pl*

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Foundation