

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, ~~SAILING SHIP~~, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
S.S. "PRINCE ALBERT PARK"		British		1942.	MONTREAL, P. Q.
Moulded Dimensions: Length 416.00' Breadth 56.88' Depth 37.33' to Upper Deck. To centre of rudder stock 417.35 28.58' to Second Deck.					Surveyor's Signature <i>A. Hislop.</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth. 16690 16590 tons S.W.					Particulars of Classification <input checked="" type="checkbox"/> 100 A.1 "with Freeboard" (Contemplated)
Coefficient of fineness for use with Tables .778					

<b>Depth for Freeboard (D).</b>	<b>Depth correction.</b>	<b>Round of Beam correction.</b>
Moulded depth ... 37.33	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B) 56.88'
Stringer plate ... .05	(37.38-27.73)300 + 28.95'	Standard Round of Beam = $\frac{B \times 12}{50} = 13.65"$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam = 14.00"
Depth for Freeboard (D) = 37.38	If restricted by superstructures -	Difference .35"
		Restricted to
		Correction = $\frac{\text{Diff}^o}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.35}{4} = -.08"$

### 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 7.50'

„ „ R.Q.D. -

Deduction for complete superstructure 42.00"

Percentage covered  $\frac{S}{L} =$

„ „  $\frac{S_1}{L} =$

„ „  $\frac{E}{L} =$

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. ...	51.60	1	73	51.60	54.63	54.63	1	54.63	54.63
1/4 L from A.P. ...	22.96	4	2.08	91.84	22.38	22.38	4	89.52	89.52
1/2 L „ ...	5.68	2	11.34	4.88	4.88	4.88	2	9.76	9.76
Amidships ...	-	4	-	-	-	-	4	-	-
3/4 L from F.P. ...	11.35	2	22.70	11.75	11.75	11.75	2	23.50	23.50
3/4 L „ ...	4.92	4	183.68	47.13	47.13	47.13	4	188.52	188.52
F.P. ...	103.20	1	103.20	104.75	104.75	104.75	1	104.75	104.75
Total ...			464.58					470.68	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - \frac{S}{2L}}{.75} \right) = \frac{5.10}{18} \times .75 = -.21"$

If limited on account of midship superstructure. No; flush deck 18

Mean actual sheer aft = Deficient but > 75%

Mean standard sheer aft

Mean actual sheer forward = Excess.

Mean standard sheer forward

Length of enclosed superstructure forward of amidships = Nil.

„ „ aft of „ = Nil.

<b>Deduction for Tropical Freeboard.</b>	<b>Deduction for Fresh Water.</b>	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient $\frac{.68 + .778}{1.36} = 1.458$
Depth to Freeboard Deck = 37.38	Δ = 13798	Depth Correction ... 28.95
Summer freeboard = 10.55	Tons per inch immersion at summer load water line	Deduction for superstructures ...
Moulded draught (d) = 26.83	T = 48.23	Sheer correction ... 0.29
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 - 6 3/4"	Deduction = $\frac{\Delta}{40T}$ inches = 7.15"	Round of Beam correction ... 0.08
Addition for Winter North Atlantic Freeboard (if required) =	= 7 1/4"	Correction for Thickness of Deck amidships ...
		Other corrections, scantlings, etc. to conform with all approved Surveyor's measures draught of 11'-10" (26'-10" S)
		Summer Freeboard = 126.50

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ...	14"	Tropical Fresh Water Freeboard ...	9' - 4 1/2"
Fresh Water Line „ „ ...	7 1/4"	Fresh Water „ „ ...	9' - 11 1/4"
Tropical Line „ „ ...	6 3/4"	Tropical „ „ ...	9' - 11 3/4"
Winter Line below „ „ ...	6 3/4"	Winter „ „ ...	9' - 11 3/4"
Winter North Atlantic Line „ „ ...	-	Winter North Atlantic „ „ ...	-



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.

# SURVEYOR'S FORM FOR FREEBOARD

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER)

Official Number (Indicate by letter and figure)	371715	Port of Survey	Montreal, P. Q.
Survey	1942	Date of Survey	1942
Model Dimensions: Length 115.00' Breadth 30.88' Depth 27.75' to Upper Deck 28.95' to Second Deck 30.00' to W. W.		Surveyor's Signature	C. H. Jones
Modelled this measurement to rounded draught = 85 per cent of rounded draught		Particulars of Classification	Class A-1 with Freeboard (Compulsory)
Coefficient of Buoyancy for use with Table	.775	Round of Beam correction	Model's Round (D) 55.45' Standard Round of Beam = 55.45' Ship's Round of Beam = 55.45' Difference = 0.00' Reduced to Correction = $\frac{115}{55.45} \times (1 - .775) = 1.32'$
Depth for Freeboard (D)	27.75'	Depth correction	(a) When D is greater than Table depth (D - Table depth) R = (37.35 - 27.75) 300 = 28.95' (b) When D is less than Table depth (Table depth - D) R =
Modelled depth	27.75'	Depth correction	
Standard depth	28.95'	Depth correction	
Modelled depth as rounded draught	27.75'	Depth correction	
Depth for Freeboard (D)	27.75'	Depth correction	

## DEDUCTION FOR SUPERSTRUCTURES

Particulars	Height (Feet)	Length (Feet)	Area (Sqr. Feet)	Volume (Cubic Feet)
Foremast	10.00	10.00	100.00	100.00
Mainmast	15.00	15.00	225.00	225.00
Mizzenmast	10.00	10.00	100.00	100.00
Funnel	10.00	10.00	100.00	100.00
Deck	10.00	10.00	100.00	100.00
Flash	10.00	10.00	100.00	100.00
Standard height of superstructure	7.50'			
Reduction for superstructure	12.00'			
Correction				

## SHIP CORRECTION

Station	Standard	Product	Area	Volume
1.00	10.00	10.00	100.00	100.00
2.00	10.00	10.00	100.00	100.00
3.00	10.00	10.00	100.00	100.00
4.00	10.00	10.00	100.00	100.00
5.00	10.00	10.00	100.00	100.00
6.00	10.00	10.00	100.00	100.00
7.00	10.00	10.00	100.00	100.00
8.00	10.00	10.00	100.00	100.00
9.00	10.00	10.00	100.00	100.00
10.00	10.00	10.00	100.00	100.00
11.00	10.00	10.00	100.00	100.00
12.00	10.00	10.00	100.00	100.00
13.00	10.00	10.00	100.00	100.00
14.00	10.00	10.00	100.00	100.00
15.00	10.00	10.00	100.00	100.00
16.00	10.00	10.00	100.00	100.00
17.00	10.00	10.00	100.00	100.00
18.00	10.00	10.00	100.00	100.00
19.00	10.00	10.00	100.00	100.00
20.00	10.00	10.00	100.00	100.00
21.00	10.00	10.00	100.00	100.00
22.00	10.00	10.00	100.00	100.00
23.00	10.00	10.00	100.00	100.00
24.00	10.00	10.00	100.00	100.00
25.00	10.00	10.00	100.00	100.00
26.00	10.00	10.00	100.00	100.00
27.00	10.00	10.00	100.00	100.00
28.00	10.00	10.00	100.00	100.00
29.00	10.00	10.00	100.00	100.00
30.00	10.00	10.00	100.00	100.00
31.00	10.00	10.00	100.00	100.00
32.00	10.00	10.00	100.00	100.00
33.00	10.00	10.00	100.00	100.00
34.00	10.00	10.00	100.00	100.00
35.00	10.00	10.00	100.00	100.00
36.00	10.00	10.00	100.00	100.00
37.00	10.00	10.00	100.00	100.00
38.00	10.00	10.00	100.00	100.00
39.00	10.00	10.00	100.00	100.00
40.00	10.00	10.00	100.00	100.00
41.00	10.00	10.00	100.00	100.00
42.00	10.00	10.00	100.00	100.00
43.00	10.00	10.00	100.00	100.00
44.00	10.00	10.00	100.00	100.00
45.00	10.00	10.00	100.00	100.00
46.00	10.00	10.00	100.00	100.00
47.00	10.00	10.00	100.00	100.00
48.00	10.00	10.00	100.00	100.00
49.00	10.00	10.00	100.00	100.00
50.00	10.00	10.00	100.00	100.00
51.00	10.00	10.00	100.00	100.00
52.00	10.00	10.00	100.00	100.00
53.00	10.00	10.00	100.00	100.00
54.00	10.00	10.00	100.00	100.00
55.00	10.00	10.00	100.00	100.00
56.00	10.00	10.00	100.00	100.00
57.00	10.00	10.00	100.00	100.00
58.00	10.00	10.00	100.00	100.00
59.00	10.00	10.00	100.00	100.00
60.00	10.00	10.00	100.00	100.00
61.00	10.00	10.00	100.00	100.00
62.00	10.00	10.00	100.00	100.00
63.00	10.00	10.00	100.00	100.00
64.00	10.00	10.00	100.00	100.00
65.00	10.00	10.00	100.00	100.00
66.00	10.00	10.00	100.00	100.00
67.00	10.00	10.00	100.00	100.00
68.00	10.00	10.00	100.00	100.00
69.00	10.00	10.00	100.00	100.00
70.00	10.00	10.00	100.00	100.00
71.00	10.00	10.00	100.00	100.00
72.00	10.00	10.00	100.00	100.00
73.00	10.00	10.00	100.00	100.00
74.00	10.00	10.00	100.00	100.00
75.00	10.00	10.00	100.00	100.00
76.00	10.00	10.00	100.00	100.00
77.00	10.00	10.00	100.00	100.00
78.00	10.00	10.00	100.00	100.00
79.00	10.00	10.00	100.00	100.00
80.00	10.00	10.00	100.00	100.00
81.00	10.00	10.00	100.00	100.00
82.00	10.00	10.00	100.00	100.00
83.00	10.00	10.00	100.00	100.00
84.00	10.00	10.00	100.00	100.00
85.00	10.00	10.00	100.00	100.00
86.00	10.00	10.00	100.00	100.00
87.00	10.00	10.00	100.00	100.00
88.00	10.00	10.00	100.00	100.00
89.00	10.00	10.00	100.00	100.00
90.00	10.00	10.00	100.00	100.00
91.00	10.00	10.00	100.00	100.00
92.00	10.00	10.00	100.00	100.00
93.00	10.00	10.00	100.00	100.00
94.00	10.00	10.00	100.00	100.00
95.00	10.00	10.00	100.00	100.00
96.00	10.00	10.00	100.00	100.00
97.00	10.00	10.00	100.00	100.00
98.00	10.00	10.00	100.00	100.00
99.00	10.00	10.00	100.00	100.00
100.00	10.00	10.00	100.00	100.00

Trade of ship	General.
Names of sister ships	Standard North Sands Type.
Builder's name and yard number	Davie Shipbuilding & Repairing Co., Ltd., Lauzon, P. Q.
Hull No.	534.
Owners	The Government of the United States of America represented by War Shipping Administration.
Fee	\$85.00