

Fort St. James.  
No. 36801 etc.

NOV 1942

Index. No. 37054  
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

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

Ship's Name <b>S.S. "FORT DOUGLAS"</b>	Official Number <b>168338</b>	Nationality and Port of Registry <b>British London</b>	Gross Tonnage <b>7129</b>	Date of Build <b>1942</b>	Port of Survey <b>Victoria, B.C.</b>
Moulded Dimensions: Length <b>416.50'</b> Breadth <b>56.90'</b> Depth <b>34.33' to upper deck</b> <b>28.58' to 2<sup>nd</sup> deck</b> To centre of rudder stock <b>417.35</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16,600</b> tons Coefficient of fineness for use with Tables <b>.771</b> ✓					Date of Survey <b>August, 1942</b>
Surveyor's Signature <b>D.S. Forsyth</b>					Particulars of Classification <b>+100A.1. with freeboard (Contemplated)</b>

<b>Depth for Freeboard (D).</b> Moulded depth ... <b>34.33'</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>	<b>Depth correction.</b> (a) Where D is greater than Table depth (D-Table depth) R = $(37.38 - 27.82) 3 = +28.68''$ 9.56 (b) Where D is less than Table depth (if allowed) (Table depth-D) R = ✓ If restricted by superstructures ✓	<b>Round of Beam correction.</b> 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"</b> Difference <b>34</b> Restricted to ✓ Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{34^2}{4} = 709''$
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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 ...				
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  $\frac{S}{L} =$   
„ „  $\frac{S_1}{L} =$  } **NIL**  
„ „  $\frac{E}{L} =$   
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. ...	51.73	1	51.73	55.00	55.00	1	55.00
1/4 L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
3/4 L „ ...	5.69	2	11.38	6.50	6.50	2	13.00
Amidships ...	-	4	-	-	-	4	-
3/4 L from F.P. ...	11.38	2	22.76	11.63	11.63	2	23.26
1/4 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 = } **EXCESS**  
Mean actual sheer forward =  
Mean standard sheer forward =  
Length of enclosed superstructure forward of amidships =  
„ „ aft of „ = } **FLUSH DECK**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{75-S}{2L} \right) = \frac{10.68}{18} \times 75 = -.45''$   
If limited on account of midship superstructure.  
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> 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 6 3/4</b> Addition for Winter North Atlantic Freeboard (if required) = ✓	<b>Deduction for Fresh Water.</b> Displacement in salt water at summer load water line $\Delta = 13770 \text{ tons.}$ Tons per inch immersion at summer load water line $T = 48.21$ Deduction = $\frac{\Delta}{40 T}$ inches = <b>7 1/4</b>	<b>TABULAR FREEBOARD</b> Correction for coefficient $\frac{76.95 + 6.26}{1.36} = 1.451/1.36$ 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 of 26'-10" (26'-10 1/8" actual.) 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 ...	14"	Tropical Fresh Water Freeboard ...	10'-6 1/2"
Fresh Water Line „ „ ...	7 1/4"	Fresh Water „ „ ...	9'-4 1/2"
Tropical Line „ „ ...	6 3/4"	Tropical „ „ ...	9'-11 1/4"
Winter Line below „ „ ...	6 3/4"	Winter „ „ ...	11'-1 1/4"
Winter North Atlantic Line „ „ ...	✓	Winter North Atlantic „ „ ...	✓

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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.

Particulars of Classification +100A, 1st (unclassified)	Particulars of Dimensions Length 100.00 Breadth 20.00 Depth 12.00 Tonnage 1,000	Part of Survey August 1902 Port of Survey Victoria, B.C.	Date of Survey 1902 Date of Birth 1902	Ship's Name S.S. Fort Camosun	Official Number, Nationality and Port of Registry 1159 British
Coefficient of Buoyancy for use with Table ...		Depth for Freeboard (D) ...		Depth for Freeboard (D) ...	
Round of Beam correction ...		Depth correction ...		Depth for Freeboard (D) ...	

Station	Standard	Product	Actual	Corrected	Height	Effective
1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9
10	10	10	10	10	10	10
Total						

Station	Standard	Product	Actual	Corrected	Height	Effective
1	1	1	1	1	1	1
2	2	2	2	2	2	2
3	3	3	3	3	3	3
4	4	4	4	4	4	4
5	5	5	5	5	5	5
6	6	6	6	6	6	6
7	7	7	7	7	7	7
8	8	8	8	8	8	8
9	9	9	9	9	9	9
10	10	10	10	10	10	10
Total						

Trade of ship: General Cargo  
 Names of sister ships: S.S. "FORT CAMOSUN" (Victoria Mfg. Depot No. 20)  
 Builder's name and yard number: Messrs. Victoria Machinery Depot Co. Ltd., Victoria, B.C. Yard No. 21.  
 Owners: Minister of Munitions & Supply of Canada.  
 Fee: \$100.00