

Fort St James 36801  
etc.

# Lloyd's Register of Shipping.

Index. No. 36880  
(For London Office only).

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>S.S. "FORT ELLICE"</b>	Official Number <b>167860</b>	Nationality and Port of Registry <b>British Southampton</b>	Gross Tonnage <b>7129.24</b>	Date of Build <b>1942</b>	Port of Survey <b>Vancouver, B. C.</b>
Moulded Dimensions: Length <b>416.50'</b> Breadth <b>56.90'</b> Depth <b>37.33'</b> to Upper Dk. <b>Centre of Stock 417.35'</b> <b>28.58'</b> to 2nd Deck.					Date of Survey <b>May, 1942.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16.600</b> tons					Surveyor's Signature <i>[Signature]</i>
Coefficient of fineness for use with Tables <b>-- .771</b>					Particulars of Classification <b>*100 A1</b> <b>with freeboard (contemplated)</b>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>37.33</b>	(a) Where D is greater than Table depth $(D - \text{Table depth}) R =$ $(37.33 - 27.82) \times 3 = +28.68"$	Moulded Breadth (B) <b>56.90'</b>
Stringer plate ... <b>.05</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>13.66"</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	If restricted by superstructures <b>✓</b>	Ship's Round of Beam = <b>14"</b>
Depth for Freeboard (D) = <b>37.38</b>		Difference <b>.34"</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^o}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <b>-.09"</b>

### 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 ...						

**FLUSH DECK**

Standard Height of Superstructure **7.50'**

" " R.Q.D. **✓**

Deduction for complete superstructure **42.00"**

Percentage covered  $\frac{S}{L} =$  **Nie.**

" "  $\frac{S_1}{L} =$  **Nie.**

" "  $\frac{E}{L} =$  **Nie.**

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 = **Nie.**

### 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	
1/4L from A.P. ...	13.02	4		92.08	23.25	23.25	4		93.00	
1/2L " ...	5.69	2		11.38	6.50	6.50	2		13.00	
Amidships ...	-	4		-	-	-	4		-	
3/4L from F.P. ...	11.38	2		22.76	11.63	11.63	2		23.26	
1/4L " ...	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 = **Flush deck.**

" " aft of " = **Flush deck.**

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 1 1/2 ins. per 100 ft. **✓**

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD	76.95 + 6.26	83.21
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	corrected for Flush Deck (if required)	68 + .771 = 1.451/1.36	88.78
Depth to Freeboard Deck = <b>37.38</b>	$\Delta =$ <b>13770 tons</b>	Correction for coefficient.	<b>1.36</b>	
Summer freeboard = <b>10.54</b>	Tons per inch immersion at summer load water line			
Moulded draught (d) = <b>16.84</b>	$T =$ <b>48.21</b>	Depth Correction ...	<b>28.68</b>	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71 = 6 3/4"</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7 1/4"</b>	Deduction for superstructures ...	<b>-</b>	
Addition for Winter North Atlantic Freeboard (if required) = <b>✓</b>		Sheer correction ...	<b>.45</b>	
		Round of Beam correction ...	<b>.09</b>	
		Correction for Thickness of Deck amidships	<b>-</b>	
		Other corrections, scantlings, etc. to correspond to a summer moulded draught of 26'-10" (26'-10 1/8" actual)	<b>9.58</b>	
			<b>38.26</b>	<b>54</b>
				<b>+ 37.71</b>
				<b>Summer Freeboard = 126.50</b>

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, W-1, Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... <b>14"</b>	Tropical Fresh Water Freeboard ... <b>10'-6 1/2"</b>
Fresh Water Line " " ... <b>7 1/4"</b>	Fresh Water " " ... <b>9'-4 1/2"</b>
Tropical Line " " ... <b>6 3/4"</b>	Tropical " " ... <b>9'-11 1/4"</b>
Winter Line below " " ... <b>6 3/4"</b>	Winter " " ... <b>11'-3 1/4"</b>
Winter North Atlantic Line " " ... <b>✓</b>	Winter North Atlantic " " ... <b>11'-1 1/4"</b>



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.....

Names of sister ships..... S.S. "FORT ST. JAMES"

Builder's name and yard number..... Burrard Dry Dock Co. Ltd., North Vancouver, B.C. South Yard Hull No. 135

Owners..... H. M. Government in the United Kingdom.

Fee £ \$ 90.00



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