

Smith Book S.S. No. 912

$L = 334.5$ $D = 27.29$ $4/5 = 22.3$ $R = \frac{L}{130}$
 $= 2.573$

Forecastle. 24.75×7.5 Bridge 72.0×8.0

R.Q.D. 67.5×5.08 Poop. 21.75×7.5

Trunks. I. $83.0 \times \frac{43}{60} \times \frac{2.0}{6.85} = 17.38$
 II. $65.5 \times \frac{36}{60} \times \frac{2.0}{6.85} = 11.48$ } 28.86

R.Q.D. $67.5 \times \frac{5.08}{5.12} = 66.98$

Effective Length. $24.75 + 28.86 + 72.0 + 66.98 + 21.75$
 $= 214.34 = .641 L$

Freeboard.

Inches
52.21

Coef. for .76

$1.059 =$

55.30

Depth Corr. $(27.29 - 22.3) 2.573$

$+ \frac{12.84}{68.14}$

Raft B.

NIL

Breaches.

Allowance for C.S.S. = 36.31

Effect. L of breaches. $.641$

as Timber Ship

Corresponding sp. 73.21
(Timbership)

$- 26.58$

41.56

Sheer

Standard. 21.72

Actual.

$\frac{7.54}{14.18} \times (.75 - \frac{.641}{2})$

$= 14.18 \times .43$

$+ 6.10$

47.66

Summer Tonnage. $3 - 11\frac{3}{4}$ as Timber Ship

$4 - 6\frac{3}{4}$ as Ordinary Ship

$27 - 3\frac{1}{2}$

$4 - 6\frac{3}{4}$

$22 - 8\frac{3}{4}$

Present $22 - 6$

$- 2\frac{3}{4}$

as ordinary vessel
under L.C.C.

$27 - 3\frac{1}{2}$

$3 - 11\frac{3}{4}$

$23 - 3\frac{3}{4}$

$22 - 6$

$- 9\frac{3}{4}$ as Timber vessel