

Lloyd's Register of Shipping.

Index No. 38734
(For London Office only).

SURVEYS FOR FREEBOARD.

7 OCT 1946

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

Waitemata
38724
IRAN 38500
APJ - ASHWINI

| | | | | | |
|--|----------------------|--|--|-----------------------|--|
| Ship's Name "RABAU" | Official Number - | Nationality and Port of Registry <i>Indian</i> British Suva (Fiji/Islands) | Gross Tonnage Approx. 7000 <i>7371 MVT</i> <i>to 31148</i> | Date of Build 1946 | Port of Survey <u>Vancouver, B. C.</u> |
| Moulded Dimensions: Length <u>417.35</u> Breadth <u>56.9'</u> Depth <u>37.33'</u> to Upper Dk. <i>to centre of rudder stock</i> | | | | | Date of Survey <u>During alterations 1946</u> |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth <u>16,600</u> tons | | | | | Surveyor's Signature <i>R. H. Scott</i> |
| Coefficient of fineness for use with Tables <u>.771</u> | | | | | Particulars of Classification <u>*100 A1 with freeboard (Contemplated)</u> |

| | | | | | |
|---|--------------|---|--|---------------------------|---|
| 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= (37.39 - 27.82) 3 = +28.71" | Moulded Breadth (B) | 56.9' | Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$ |
| Stringer plate | .06' | (b) Where D is less than Table depth (if allowed) (Table depth-D) R= ✓ | Ship's Round of Beam | | = 14.00" |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ | | If restricted by superstructures ✓ | Difference | | + .34 |
| Depth for Freeboard (D) = | 37.39 | | Restricted to | | |
| | | | Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right)$ | | = $\frac{.34}{4} = -.09"$ |

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 ... | | | | |

FLUSH DECK

Standard Height of Superstructure _____
" " R.Q.D. _____

Deduction for complete superstructure _____

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 Ins. | 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 |

Mean actual sheer aft = _____
Mean standard sheer aft = _____ } *Excess*

Mean actual sheer forward = _____
Mean standard sheer forward = _____

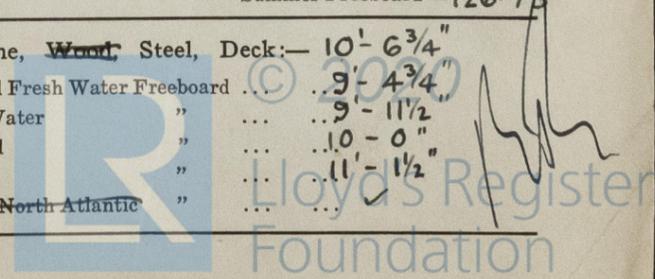
Length of enclosed superstructure forward of amidships = _____ } *NIL*
" " aft of " = _____

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 1½ ins. per 100 ft. ✓

| | | | |
|--|--|--|-------|
| Deduction for Tropical Freeboard. | Deduction for Fresh Water. | TABULAR FREEBOARD corrected for Flush Deck (if required) | 83.21 |
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | Correction for coefficient. | 88.78 |
| Depth to Freeboard Deck = 37.39 | $\Delta = 13770$ | $\frac{76.95 + 6.26}{1.36} + \frac{1.451}{1.36}$ | |
| Summer freeboard = 10.56 | Tons per inch immersion at summer load water line | Depth Correction ... | 28.71 |
| Moulded draught (d) = 26.83 | T = 48.21 | Deduction for superstructures ... | - |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6¾" | Deduction = $\frac{\Delta}{40T}$ inches = 7.14 | Sheer correction ... | .45 |
| Addition for Winter North Atlantic Freeboard (if required) = ✓ | = 7¼" | Round of Beam correction ... | .09 |
| | | Correction for Thickness of Deck amidships ... | - |
| | | Other corrections, scantlings, etc. ... | 9.80 |
| | | Summer Freeboard = 126.78 | |

| | |
|---|-----------|
| SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood Steel, Deck: 10' - 6¾" | |
| Tropical Fresh Water Line above Centre of Disc ... | 14" |
| Fresh Water Line " " ... | 7¼" |
| Tropical Line " " ... | 6¾" |
| Winter Line below " " ... | 6¾" |
| Winter North Atlantic Line " " ... | - |
| Tropical Fresh Water Freeboard ... | 9' - 4¾" |
| Fresh Water " " ... | 9' - 11½" |
| Tropical " " ... | 10' - 0" |
| Winter " " ... | 11' - 1½" |
| Winter North Atlantic " " ... | ✓ |



Rabaul.

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.

This ship was built by West Coast Shipbuilders Ltd., Vancouver, B. C., to the design of a 10,000 tons "Victory" Type Cargo Ship and fitted out as a Maintenance Ship for the British Admiralty Technical Mission, but before being completed, the contract was cancelled in August, 1945.

The ship was sold & converted by the Builders to a Closed Shelter Deck type Cargo and Passenger ship.

The alterations have been carried out to approved plans and in general conformity to previously approved plans for a 10,000 tons "Victory" type ship.

Trade of ship.....International.....

Names of sister ships.....

Builder's name and yard number.....West Coast Shipbuilders Ltd., Vancouver, B. C. - Yard No. 163.....

Owners.....W.R. Carpenter (Canada) Ltd., Vancouver, B. C......

Fee \$90.00 *llz*.....

ML-5



© 2020

Lloyd's Register
Foundation