

FORT ORLEANS.  
37527.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 37777  
(For London Office only).

Ship's Name <b>SEABOARD TRADER</b>	Official Number <b>175,587</b>	Nationality and Port of Registry <b>British Montreal, P.Q.</b>	Gross Tonnage <b>7162.75</b>	Date of Build <b>1944</b>	Port of Survey <b>North Vancouver, B.C.</b>
Moulded Dimensions: Length <b>417.35</b> Breadth <b>56.90'</b> Depth <b>(37.33' to Upper Deck)</b> <i>To centre of rudder stock.</i> <b>(28.58' to 2nd Deck)</b>					Date of Survey <b>August, 1944.</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16,600</b> tons					Surveyor's Signature <i>A.B. Gill</i>
Coefficient of fineness for use with Tables <b>.771</b>					Particulars of Classification <b>Contemplated \$100 Al with freeboard corresponding to a Summer Moulded Dft. of 26'-10".</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 - Table depth) R = <b>(37.39 - 27.82) 3 = +28.71</b>	Moulded Breadth (B) <b>56.9'</b>
Stringer plate ... <b>.06'</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>9.57</b>	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ <b>✓</b>	If restricted by superstructures	Ship's Round of Beam = <b>14.00"</b>
Depth for Freeboard (D) = <b>37.39</b>		Difference <b>.34</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^0}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.34}{4} = -.09$

## 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 \_\_\_\_\_  
" " R.Q.D. \_\_\_\_\_

Deduction for complete superstructure \_\_\_\_\_

Percentage covered  $\frac{S}{L} =$  \_\_\_\_\_  
" "  $\frac{S_1}{L} =$  **Flush deck**  
" "  $\frac{E}{L} =$  \_\_\_\_\_

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. ...	<b>51.73</b>	1		<b>51.73</b>	<b>55.00</b>	<b>55.00</b>	1		<b>55.00</b>
%L from A.P. ...	<b>23.02</b>	4		<b>92.08</b>	<b>23.25</b>	<b>23.25</b>	4		<b>93.00</b>
%L " ...	<b>5.69</b>	2		<b>11.38</b>	<b>6.50</b>	<b>6.50</b>	2		<b>13.00</b>
Amidships ...	-	4		-	-	-	4		-
%L from F.P. ...	<b>11.38</b>	2		<b>22.76</b>	<b>11.63</b>	<b>11.63</b>	2		<b>23.26</b>
%L " ...	<b>46.04</b>	4		<b>184.16</b>	<b>46.75</b>	<b>46.75</b>	4		<b>187.00</b>
F.P. ...	<b>103.47</b>	1		<b>103.47</b>	<b>105.00</b>	<b>105.00</b>	1		<b>105.00</b>
Total ...				<b>465.58</b>					<b>476.26</b>

Mean actual sheer aft = \_\_\_\_\_  
Mean standard sheer aft = \_\_\_\_\_

Mean actual sheer forward = \_\_\_\_\_  
Mean standard sheer forward = \_\_\_\_\_

Length of enclosed superstructure forward of amidships = \_\_\_\_\_  
" " 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. **No. Flush deck.**

If limited to maximum allowance of 1½ ins. per 100 ft.

Deduction for Tropical Freeboard.	Deduction for Fresh Water.	TABULAR FREEBOARD
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient.
Depth to Freeboard Deck = <b>37.39</b>	$\Delta = 13760$	$\frac{76.95 + 6.26}{1.36} = \frac{83.21}{1.36}$
Summer freeboard = <b>10.56</b>	Tons per inch immersion at summer load water line	$\frac{771 + 68}{1.36} = \frac{839}{1.36}$
Moulded draught (d) = <b>26.83</b>	T = <b>48.20</b>	Depth Correction ... <b>28.71</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71 = 6¾"</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7¼"</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" ... <b>9.80</b>
		Summer Freeboard = <b>126.75</b>

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

Tropical Fresh Water Line above Centre of Disc ...	<b>14"</b>	Tropical Fresh Water Freeboard ...	<b>84 6¾"</b>
Fresh Water Line " " ...	<b>7¼"</b>	Fresh Water " " ...	<b>91 11½"</b>
Tropical Line " " ...	<b>6¾"</b>	Tropical " " ...	<b>10'-0"</b>
Winter Line below " " ...	<b>6¾"</b>	Winter " " ...	<b>11'-1½"</b>
Winter North Atlantic Line " " ...	<b>✓</b>	Winter North Atlantic " " ...	<b>✓</b>



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