

Rpt. C.11 (Comp.)
Brantwood Bay Park
37525

26 MAY 1944

Index. No. *37642*
(For London Office only).

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name	Official Number	Nationality and Port of Registry	Gross Tonnage	Date of Build	Port of Survey
S.S. "QUETICO PARK"	175,370	British Montreal, P.Q.	7245.56	1944	Vancouver, B. C.
Moulded Dimensions: Length <i>417.35</i> Breadth <i>56.9'</i> Depth <i>37.33'</i> to Upper Deck <i>28.58'</i> to 2nd Deck					Date of Survey <i>March, 1944</i>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>16,600</i> tons					Surveyor's Signature <i>K. Perry</i>
Coefficient of fineness for use with Tables <i>.771</i>					Particulars of Classification <i>Contemplated</i> <i>*100 Al with freeboard</i> <i>"Carrying homogeneous cargo</i> <i>of Petroleum in Bulk."</i>

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <i>37.33'</i>	(a) Where D is greater than Table depth (D—Table depth) R = $\frac{(37.41 - 27.82) \times 3}{9.59} = 28.77$	Moulded Breadth (B) <i>56.9'</i>
Stringer plate ... <i>.08'</i>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R = $\frac{37.41 - 37.33}{.08} = 10.00$	Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <i>14.00"</i>
Depth for Freeboard (D) = <i>37.41</i>		Difference <i>.34</i>
		Restricted to <i>.34</i>
		Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.34}{4} = -.09$

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 ...					
Fore 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 $\frac{S}{L} =$ _____
" " $\frac{S_1}{L} =$ *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 Ins.	Effective Ordinate	S	M	Product
A.P. ...	<i>51.73</i>	1		<i>51.73</i>	<i>55.00</i>	<i>55.00</i>	1		<i>55.00</i>
1/4L from A.P. ...	<i>23.02</i>	4		<i>92.08</i>	<i>23.25</i>	<i>23.25</i>	4		<i>93.00</i>
1/4L " ...	<i>5.69</i>	2		<i>11.38</i>	<i>6.50</i>	<i>6.50</i>	2		<i>13.00</i>
Amidships ...		4					4		
1/4L from F.P. ...	<i>11.38</i>	2		<i>22.76</i>	<i>11.63</i>	<i>11.63</i>	2		<i>23.26</i>
1/4L " ...	<i>46.04</i>	4		<i>184.16</i>	<i>46.75</i>	<i>46.75</i>	4		<i>187.00</i>
F.P. ...	<i>103.47</i>	1		<i>103.47</i>	<i>105.00</i>	<i>105.00</i>	1		<i>105.00</i>
Total ...				<i>465.58</i>					<i>476.26</i>

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.*

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 " = _____

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. $\frac{771 + .68}{1.36} = 1.451$	88.78
Depth to Freeboard Deck = <i>37.41</i>	$\Delta = 13760$	Depth Correction ... <i>28.77</i>	
Summer freeboard = <i>10.58</i>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <i>.45</i>	
Moulded draught (d) = <i>26.83</i>	T = <i>48.20</i>	Sheer correction ... <i>.09</i>	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <i>6.71 = 6 3/4</i>	Deduction = $\frac{\Delta}{40T}$ inches = <i>7 1/4</i>	Round of Beam correction ... <i>.09</i>	
Addition for Winter North Atlantic Freeboard (if required) =		Correction for Thickness of Deck amidships ... <i>9.99</i>	
		Other corrections, scantlings, etc. to correct for summer moulded draught of <i>26'-10"</i>	
		38.76 .54 + 38.22	
		Summer Freeboard = <i>127.00</i>	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck				10'-7" 32.26 w/m			
Tropical Fresh Water Line above Centre of Disc	...	35.5	14"	Tropical Fresh Water Freeboard	...	28.7	9'-5"
Fresh Water Line	"	18.4	7 1/4"	Fresh Water	"	30.4	9'-11 3/4"
Tropical Line	"	17.1	6 3/4"	Tropical	"	30.55	10'-0 1/4"
Winter Line below	"	17.1	6 3/4"	Winter	"	31.97	11'-1 3/4"
Winter North Atlantic Line	"	Winter North Atlantic	"

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.

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Trade of ship 'Carrying homogeneous cargo of Petroleum in Bulk.'

Names of sister ships "MOUNT BRUCE PARK" (Hull No.131)

Builder's name and yard number West Coast Shipbuilders Ltd. Hull No.137

Owners Minister of Munitions & Supply of Canada

Fee £ \$100.00



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Foundation