

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Banwood Bay Park 37525

Ship's Name S.S. "QUETICO PARK"	Official Number 175,370	Nationality and Port of Registry British Montreal, P.Q.	Gross Tonnage 7245.56	Date of Build 1944	Port of Survey Vancouver, B. C.
Moulded Dimensions: Length ^{417.35} 426.51 Breadth 56.9' Depth 37.33' to Upper Deck <i>to centre of middle stow</i> 28.58' to 2nd Deck					Date of Survey March, 1944
Moulded displacement at moulded draught = 85 per cent. of moulded depth 16,600 tons					Surveyor's Signature <i>J. Berry</i>
Coefficient of fineness for use with Tables .771					Particulars of Classification Contemplated *100 Al with freeboard "Carrying homogeneous cargo of Petroleum in Bulk."

Depth for Freeboard (D). Moulded depth ... 37.33' Stringer plate08' Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ Depth for Freeboard (D) = 37.41	Depth correction. (a) Where D is greater than Table depth $(D - \text{Table depth}) R = \frac{37.41 - 27.82}{9.59} \times 3 = 28.77$ (b) Where D is less than Table depth (if allowed) (Table depth - D) R = If restricted by superstructures	Round of Beam correction. Moulded Breadth (B) 56.9' Standard Round of Beam = $\frac{B \times 12}{50} = 13.66$ Ship's Round of Beam = 14.00" Difference 34 Restricted to Correction = $\frac{\text{Diff}^2}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{34^2}{4} = 289$
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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 ...					
Forecastle 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. ...	51.73	1	51.73	55.00	55.00	1	55.00
1/4L from A.P. ...	23.02	4	92.08	23.25	23.25	4	93.00
1/4L " ...	5.69	2	11.38	6.50	6.50	2	13.00
Amidships ...	-	4	-	-	-	4	-
1/4L 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 =
Mean actual sheer forward =
Mean standard sheer forward =
Length of enclosed superstructure forward of amidships =
" " aft of " =

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{.75 - \frac{S}{2L}}{.18} \right) = \frac{10.68}{18} \times .75 = -.45$
If limited on account of midship superstructure. *No. Flush Deck.*
If limited to maximum allowance of 1 1/2 ins. per 100 ft.

Deduction for Tropical Freeboard. Addition for Winter and Winter North Atlantic Freeboard. Depth to Freeboard Deck = 37.41 Summer freeboard = 10.58 Moulded draught (d) = 26.83 Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6 3/4 Addition for Winter North Atlantic Freeboard (if required) =	Deduction for Fresh Water. Displacement in salt water at summer load water line $\Delta = 13760$ Tons per inch immersion at summer load water line $T = 48.20$ Deduction = $\frac{\Delta}{40T}$ inches = 7 1/4	TABULAR FREEBOARD corrected for Flush Deck (if required) Correction for coefficient. $\frac{.771 + .68}{1.36} = \frac{1.451}{1.36}$ <table border="1"> <tr><td>Depth Correction ...</td><td>28.77</td><td>-</td></tr> <tr><td>Deduction for superstructures ...</td><td>-</td><td>-</td></tr> <tr><td>Sheer correction ...</td><td>-</td><td>.45</td></tr> <tr><td>Round of Beam correction ...</td><td>-</td><td>.09</td></tr> <tr><td>Correction for Thickness of Deck amidships ...</td><td>9.99</td><td>-</td></tr> <tr><td>Other corrections, scantlings, etc. to correct for summer moulded draught of 26'-10"</td><td>38.76</td><td>.54</td></tr> <tr><td>Summer Freeboard =</td><td></td><td>127.00</td></tr> </table>	Depth Correction ...	28.77	-	Deduction for superstructures ...	-	-	Sheer correction ...	-	.45	Round of Beam correction ...	-	.09	Correction for Thickness of Deck amidships ...	9.99	-	Other corrections, scantlings, etc. to correct for summer moulded draught of 26'-10"	38.76	.54	Summer Freeboard =		127.00
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck: **10'-7" 3/4 32.26 w/m**

Tropical Fresh Water Line above Centre of Disc ...	35.5	14"	Tropical Fresh Water Freeboard	28.71	9'-5"
Fresh Water Line " " ...	18.4	7 1/4"	Fresh Water " " ...	30.41	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.

1944
British Columbia
17.50 to Upper Deck
28.50 to Side Deck
18.00
110.71
26.91
14.00

RECEIVED

100.00
25.00
25.00
50.00
—
100.00
10.00
10.00
100.00

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**