

Fort St. James 36801  
etc.

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name <b>S.S. "FORT PITT"</b>	Official Number <b>168738</b>	Nationality and Port of Registry <b>British Glasgow</b>	Gross Tonnage <b>7133.04</b>	Date of Build <b>1942</b>	Port of Survey <b>Vancouver, B. C.</b>
Moulded Dimensions: Length <b>416.50'</b> Breadth <b>56.90'</b> Depth <b>37.33' to Upper Dk.</b> <b>28.58' to 2nd Deck.</b> Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16.600</b> tons					Date of Survey <b>July, 1942</b>
Coefficient of fineness for use with Tables. <b>.771</b>					Surveyor's Signature <i>M. Munro</i>
Particulars of Classification <b>*100 A1 with Freeboard (Contemplated)</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 = $(37.38 - 27.82) \times 3 = 28.68$ <b>9.56</b>	Moulded Breadth (B) <b>56.90'</b>
Stringer plate ... <b>.05</b>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R = <b>✓</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 <b>✓</b>	Ship's Round of Beam = <b>14"</b>
Depth for Freeboard (D) = <b>✓ 37.38</b>		Difference <b>.34"</b>
		Restricted to <b>✓</b>
		Correction = $\frac{\text{Diff}^o}{4} \times \left( 1 - \frac{S_1}{L} \right) = -.09"$ <b>✓</b>

## 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'ole enclosed ...					
" overhang ...					
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...					

Standard Height of Superstructure **7.50'**

" " R.Q.D. **✓**

Deduction for complete superstructure **42.00"**

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. ...	103.46	1		103.46	105.00	105.00	1		105.00
Total ...				465.57					476.26

Mean actual sheer aft = **Excess.**

Mean actual sheer forward = **Excess.**

Mean standard sheer aft =

Mean standard sheer forward =

Length of enclosed superstructure forward of amidships = **Flush Deck.**

" " aft of " = **Flush Deck.**

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{10.69}{18} \times .75 = -.45"$  **✓**

If limited on account of midship superstructure. **NO.**

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)
Addition for Winter and Winter North Atlantic Freeboard.	Displacement in salt water at summer load water line	Correction for coefficient: $\frac{76.95 + 6.26}{1.36} = 1.45$ <b>1.36</b>
Depth to Freeboard Deck = <b>37.38</b>	$\Delta = 13770$	Depth Correction ... <b>28.68</b>
Summer freeboard = <b>10.54</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <b>-</b>
Moulded draught (d) = <b>26.84</b>	T = <b>48.21</b>	Sheer correction ... <b>.45</b>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71-6<math>\frac{3}{4}</math>"</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7<math>\frac{1}{4}</math>"</b> <b>✓</b>	Round of Beam correction ... <b>.09</b>
Addition for Winter North Atlantic Freeboard (if required) = <b>✓</b>		Correction for Thickness of Deck amidships ... <b>-</b>
		Other corrections, scantlings, etc. to correspond with a Summer Moulded Draught of 26'-10" (26'-10 $\frac{1}{8}$ ") Actual. <b>✓</b>
		Summer Freeboard = <b>126.50</b> <b>✓</b>

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

Tropical Fresh Water Line above Centre of Disc	14"
Fresh Water Line	7 $\frac{1}{4}$ "
Tropical Line	6 $\frac{3}{4}$ "
Winter Line below	6 $\frac{3}{4}$ "
Winter North Atlantic Line	✓

Tropical Fresh Water Freeboard	9'-4 $\frac{1}{2}$ "
Fresh Water	9'-11 $\frac{1}{4}$ "
Tropical	9'-11 $\frac{3}{4}$ "
Winter	11'-1 $\frac{1}{4}$ "
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.

Vancouver, B. C.  
July, 1942  
S.S. "FORT ST. JAMES"  
British 7133.04 1942  
16.000  
28.38' to 30th Deck  
27.33' to Upper Deck  
26.00'  
416.20'  
100 ft with  
Freeboard (Consignation)  
Surveyor

26.00'  
37.33  
20

UPPER DECK

102.00  
46.75  
11.63  
02.50  
23.22  
22.00  
102.00

Trade of ship.....  
Names of sister ships... **S.S. "FORT ST. JAMES" - Burrard Dry Dock Co. Ltd., Yard No. 130**.....  
Builder's name and yard number... **Burrard Dry Dock Co. Ltd., North Vancouver, B. C. Yard No. 143**.....  
Owners ..... **His Majesty's Government in the United Kingdom.**.....  
Fee £ **\$100.00**.....

Quint



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