

27 NOV 1944

Rpt. C.11 (Comp.).

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# Lloyd's Register of Shipping.

Index. No. 37811  
(For London Office only).

## SURVEYS FOR FREEBOARD.

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

Ship's Name <b>"MOHAWK PARK" (Launched as "KOOTENAY PARK")</b>	Official Number <b>175,595</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 (28.58' to 2nd Deck))</b>					Date of Survey <b>September, 1944</b>
Moulded displacement at moulded draught = 85 per cent. of moulded depth <b>16,600</b> tons					Surveyor's Signature <b>S. Sinclair</b>
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>(37.33 - 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 $T \left( \frac{L-S}{L} \right) =$	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 = $\frac{\text{Diff}}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{.34}{4} = -.09$

### 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  $\frac{S}{L} =$  \_\_\_\_\_

" "  $\frac{S_1}{L} =$  **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		
%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		

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - \frac{S}{2L}}{\frac{S}{2L}} \right) = \frac{10.68}{18} \times .75 = -.45$

If limited on account of midship superstructure. **No. 1 - midship superstructure.**

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 " = **Nil.**

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. $\frac{76.95 + 6.26}{1.36} = 1.45$	88.78
Depth to Freeboard Deck = <b>37.39</b>	$\Delta = 13760$	Depth Correction ... <b>28.71</b>	
Summer freeboard = <b>10.56</b>	Tons per inch immersion at summer load water line	Deduction for superstructures ... <b>-</b>	
Moulded draught (d) = <b>26.83</b>	$T = 48.20$	Sheer correction ... <b>.45</b>	
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>6.71 = 6 3/4</b>	Deduction = $\frac{\Delta}{40T}$ inches = <b>7 1/4</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>9.80</b>	
		Other corrections, scantlings, etc. to be corrected to summer moulded draught of <b>26'-10"</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	35.5' = 14' 35.5"	Tropical Fresh Water Freeboard	9' - 4 3/4" = 28.625'
Fresh Water Line	18.4' = 7 1/4' 18.4"	Fresh Water	9' - 11 1/2" = 28.375'
Tropical Line	17.1' = 6 3/4' 17.1"	Tropical	10' - 0" = 30.488'
Winter Line below	17.1' = 6 3/4' 17.1"	Winter	11' - 1 1/2" = 33.900'
Winter North Atlantic Line	✓	Winter North Atlantic	✓



1990年12月15日

DATE ST. SENT

September, 1911

416.50' 26.90' 16.600  
(37.33' to Upper Deck  
(38.58' to 2nd Deck

Notified Ltr. of 28-10-  
corresponding to a summer  
@1000 ft with frequency  
Categorized

19.22

#00.21

155.75  
150.

102.00  
46.75  
17.63  
- -  
6.50  
23.25  
22.00  
Ins.

Names of sister ships... Burrard (Vancouver) Dry Dock Co. Ltd., North Vancouver, B. C. (South Yard No. 181)

Builder's name and yard number. Burrard (Vancouver) Dry Dock Co. Ltd., North Vancouver, B.C. (South Yard No.217)

Owners Minister of Munitions & Supply of Canada.

Fee \$100.00

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