

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Ship's Name **S.S. "FORT ST. FRANCOIS"** Official Number **168403** Nationality and Port of Registry **London. British** Gross Tonnage **7125** Date of Build **1942** Port of Survey **QUEBEC, P. Q.**

Moulded Dimensions: Length **417.35** Breadth **56.88'** Depth **37.33' to upper deck** Date of Survey **4th December 1942.**
416.00' **28.58' to second deck**
 Moulded displacement at moulded draught = 85 per cent. of moulded depth **16690/16590** tons SW
 Coefficient of fineness for use with Tables **.778**

Surveyor's Signature **A. Nislop.**

Particulars of Classification **+ 100 A.1 with freeboard (contemplated)**

Depth for Freeboard (D). Moulded depth ... **37.33**
 Stringer plate ... **.05**
 Sheathing on exposed deck **-**
 $T \left(\frac{L-S}{L} \right) =$
 Depth for Freeboard (D) = **37.38**

Depth correction.
 (a) Where D is greater than Table depth (D—Table depth) R= **68**
(37.38-27.73) 3.00 - 28.95'
 (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) **56.88'**
 Standard Round of Beam = $\frac{B \times 12}{50} =$ **13.65"**
 Ship's Round of Beam = **14.00"**
 Difference **.35"**
 Restricted to
 Correction = $\frac{\text{Diff.}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.35}{4} =$ **-.08"**

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 ...					
F'cle 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 $\frac{S}{L} =$
 " " $\frac{S_1}{L} =$ **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 = **N11**

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product
A.P. ...	51.60	1	51.60	54.63	54.63	1	54.63
%L from A.P. ...	22.96	4	91.84	22.38	22.38	4	89.52
%L " ...	5.68	2	11.36	4.88	4.88	2	9.76
Amidships ...	-	4	-	-	-	4	-
%L from F.P. ...	11.35	2	22.70	11.75	11.75	2	23.50
%L " ...	45.92	4	183.68	47.13	47.13	4	188.52
F.P. ...	103.20	1	103.20	104.75	104.75	1	104.75
Total ...			464.88				470.68

Correction = $\frac{\text{Difference between sums of products}}{18} \left(\frac{75 - \frac{S}{2L}}{2L} \right) = \frac{5.30}{18} \times .75 =$ **-.29"**
 If limited on account of midship superstructure. **No. Flush Deck**

Mean actual sheer aft = **Deficient but > 75%**
 Mean standard sheer aft
 Mean actual sheer forward = **Excess**
 Mean standard sheer forward
 Length of enclosed superstructure forward of amidships = **Nil**
 " " aft of " = **Nil**

Deduction for Tropical Freeboard.
 Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **37.38**
 Summer freeboard = **10.554**
 Moulded draught (d) = **26.834**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches =
 Addition for Winter North Atlantic Freeboard (if required) =

Deduction for Fresh Water.
 Displacement in salt water at summer load water line
 $\Delta = 13798$
 Tons per inch immersion at summer load water line
 $T = 48.23$
 Deduction = $\frac{\Delta}{40T}$ inches
 $= 7.15"$
 $= 7\frac{1}{4}"$

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient. $\frac{.68 + .778}{1.36} = \frac{1.458}{1.36}$

	+	-
Depth Correction ...	28.95	-
Deduction for superstructures ...	-	0.29
Sheer correction ...	-	0.08
Round of Beam correction ...	-	-
Correction for Thickness of Deck amidships ...	9.19	-
Other corrections, scantlings, etc. and to correspond to approved summer moulded draft of 26'-10" (26'-10 7/8" actual)	38.14	0.37
Summer Freeboard =	126.50	

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

Tropical Fresh Water Line above Centre of Disc ...	14"	Tropical Fresh Water Freeboard ...	10'-6 1/2"
Fresh Water Line " ...	7 1/4"	Fresh Water " ...	9'-4 1/2"
Tropical Line " ...	6 3/4"	Tropical " ...	9'-11 1/2"
Winter Line below " ...	6 3/4"	Winter " ...	11'-1 1/2"
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.

Trade of ship

General.

Names of sister ships

Standard North Sands Type.

Builder's name and yard number

Davie Shipbuilding & Repairing Co Ltd, Glasgow, P.Q.

Hull No 540

Owners

Ministry of War Transport of the U.K.

Fee ~~£~~ \$100.00

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