

22 FEB 1945

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 37893  
(For London Office only).

S. S. "ASHBY PARK" Official Number 175620 Nationality and Port of Registry CANADIAN MONTREAL Gross Tonnage 2894. Approx. Date of Build 1944

Port of Survey Pictou, Nova Scotia

Date of Survey During construction

Surveyor's Signature Gas. H. Navin

Particulars of Classification + 100 A1 (contemplated)

Moulded Dimensions: Length 310 ft. Breadth 46.33 ft. Depth 25.17 ft.  
*To centre of rudder stock*

Moulded displacement at moulded draught = 85 per cent. of moulded depth (21.39 ft) 6690 tons

Coefficient of fineness for use with Tables .761

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... .. <u>25.17</u>	(a) Where D is greater than Table depth (D—Table depth) R= <u>.75</u> (25.20—20.67) 2.384 = + 10.80	Moulded Breadth (B) <u>46.33 ft.</u>
Stringer plate <u>.40</u> ... .. <u>.03</u>	(b) Where D is less than Table depth (if allowed) (Table depth—D) R=	Standard Round of Beam = $\frac{B \times 12}{50}$ = <u>11.12</u>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures	Ship's Round of Beam = <u>11.00 ins.</u>
Depth for Freeboard (D) = <u>25.20</u>		Difference <u>.12 ins.</u>
		Restricted to
		Correction = $\frac{\text{Diff}^2}{4} \times \left( 1 - \frac{S_1}{L} \right)$ = $\frac{.12^2}{4} \times .518 = .02$ ins.

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..	<u>33.19</u>	<u>33.19</u>	<u>7.75</u>	<u>✓</u>	<u>33.19</u>	Standard Height of Superstructure <u>6.604</u>
" overhang ... ..	<u>2.00</u>	<u>1.00</u>			<u>1.00</u>	" " R.Q.D. <u>36.003</u>
R.Q.D. enclosed ... ..	<u>-</u>	<u>-</u>				Deduction for complete superstructure <u>36.003</u>
" overhang ... ..	<u>-</u>	<u>-</u>				Percentage covered $\frac{S}{L} =$ <u>49.18.09</u>
Bridge enclosed ... ..	<u>80.00</u>	<u>80.00</u>	<u>9.00</u>	<u>✓</u>	<u>80.00</u>	" " $\frac{S_1}{L} =$ <u>48.22.13</u>
" overhang aft ... ..	<u>4.00</u>	<u>3.0</u>			<u>3.00</u>	" " $\frac{E}{L} =$ <u>48.22.13</u>
" overhang forward ... ..	<u>2.00</u>	<u>1.00</u>			<u>1.00</u>	Percentage from Table, Line A. <u>✓</u>
Fore enclosed ... ..	<u>31.25</u>	<u>31.25</u>	<u>7.00</u>	<u>✓</u>	<u>31.25</u>	(corrected for absence of forecastle (if required))
" overhang ... ..						Percentage from Table, Line B. <u>✓</u>
Trunk aft ... ..						(corrected for absence of forecastle (if required)) <u>34.49</u>
" forward ... ..						Interpolation for bridge less than .2L (if required)
Tonnage opening aft ... ..						Deduction = <u>36.00</u> x <u>.3449</u> = <u>- 12.42</u> ins.
" " forward ... ..	<u>.44</u>	<u>.44</u>			<u>.44</u>	
Total ... ..	<u>152.00</u>	<u>149.00</u>			<u>149.00</u>	

## SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P. ... ..	<u>41.04</u>	<u>1</u>	<u>41.04</u>	<u>18.25</u>	<u>18.25</u>	<u>1</u>	<u>18.25</u>	Mean actual sheer aft = <u>&lt; 1.00</u>
1/4L from A.P. ... ..	<u>18.26</u>	<u>4</u>	<u>73.04</u>	<u>1.59</u>	<u>1.59</u>	<u>4</u>	<u>6.36</u>	Mean actual sheer forward = <u>&lt; 1.00</u>
1/2L " ... ..	<u>4.51</u>	<u>2</u>	<u>9.02</u>	<u>✓</u>		<u>2</u>		Mean standard sheer forward
Amidships ... ..	<u>✓</u>	<u>4</u>				<u>4</u>		Length of enclosed superstructure forward of amidships = <u>&gt; .10</u>
3/4L from F.P. ... ..	<u>9.03</u>	<u>2</u>	<u>18.06</u>	<u>✓</u>		<u>2</u>		" " aft of " = <u>&gt; .10</u>
1/2L " ... ..	<u>36.53</u>	<u>4</u>	<u>146.12</u>	<u>14.50</u>	<u>14.50</u>	<u>4</u>	<u>58.00</u>	
F.P. ... ..	<u>82.08</u>	<u>1</u>	<u>82.08</u>	<u>65.80</u>	<u>65.80</u>	<u>1</u>	<u>65.80</u>	
Total ... ..			<u>369.36</u>				<u>148.41</u>	

$$\text{Correction} = \frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{220.95}{18} \times .504 = + 6.18$$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 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 <u>6550.79</u>	Correction for coefficient. $\frac{.68 + .761}{1.36} = 1.441$
Depth to Freeboard Deck = <u>25.20</u>	Tons per inch immersion at summer load water line <u>T = 28.96</u>	Depth Correction ... .. <u>10.80</u>
Summer freeboard = <u>4.464</u>	Deduction = $\frac{\Delta}{40T}$ inches = $\frac{6550}{40 \times 28.96} = 5.7$ ins.	Deduction for superstructures ... .. <u>12.42</u>
Moulded draught (d) = <u>20.746</u>		Sheer correction ... .. <u>6.18</u>
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <u>5 1/4 ins.</u>		Round of Beam correction ... .. <u>.02</u>
Addition for Winter North Atlantic Freeboard (if required) = <u>5 1/4 + 2 = 7 1/4 ins.</u>		Correction for Thickness of Deck amidships ... ..
		Other corrections, scantlings, etc. ... ..
		Summer Freeboard = <u>53.2131</u>

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

Tropical Fresh Water Line above Centre of Disc ... ..	<u>11"</u>	Tropical Fresh Water Freeboard ... ..	<u>3' 6 1/4"</u>
Fresh Water Line " " ... ..	<u>5 1/4"</u>	Fresh Water " " ... ..	<u>3' 11 1/2"</u>
Tropical Line " " ... ..	<u>5 1/4"</u>	Tropical " " ... ..	<u>4' 10"</u>
Winter Line below " " ... ..	<u>5 1/4"</u>	Winter " " ... ..	<u>4' 10 1/2"</u>
Winter North Atlantic Line " " ... ..	<u>7 1/4"</u>	Winter North Atlantic " " ... ..	<u>5' 0 1/2"</u>



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.

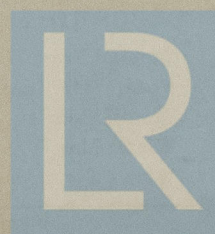
Trade of ship..... OCEAN- GOING.

Names of sister ships..... VICTORIA PARK ETC.

Builder's name and yard number..... FOUNDATION MARITIME LTD. No 20.

Owners ..... CANADIAN GOVERNMENT.

Fee £.....



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