

16 SEP 1943

Rpt. C.11 (Comp.).

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(For London Office only).

Fort Columbia
37352

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

| | | | | | |
|---|----------------------------------|--|---------------------------------|------------------------------|--|
| Ship's Name "FORT ASTORIA" | Official Number 169614 | Nationality and Port of Registry British | Gross Tonnage 7188.56 | Date of Build 1943 | Port of Survey Vancouver, B. C. |
| Moulded Dimensions: Length 417.35 Breadth 56.90' Depth (37.33' to Upper Deck) (28.58' to 2nd Deck) | | | | | Date of Survey July, 1943. |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 16,600 tons | | | | | Surveyor's Signature <i>[Signature]</i> |
| Coefficient of fineness for use with Tables .771 | | | | | Particulars of Classification *100 A1 with Freeboard (Contemplated) |

| | | |
|---|--|--|
| Depth for Freeboard (D). | Depth correction. | Round of Beam correction. |
| Moulded depth ... 37.33' | (a) Where D is greater than Table depth (D—Table depth) R= (37.33-27.82)3 = +28.71 | Moulded Breadth (B) 56.9' |
| Stringer plate06' | (b) Where D is less than Table depth (if allowed) (Table depth—D) R= 9.57 | 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 <input checked="" type="checkbox"/> | Ship's Round of Beam = 14" |
| Depth for Freeboard (D) = 37.39 | | Difference .34 |
| | | Restricted to <input checked="" type="checkbox"/> |
| | | Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.34}{4} = -.09"$ |

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 _____
" " R.Q.D. _____
Deduction for complete superstructure _____
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 = **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 |

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 " = **Flush Deck.**

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{10.68}{18} \times .75 = -.45"$
If limited on account of midship superstructure. **No. Flush Deck.**
If limited to maximum allowance of 1½ ins. per 100 ft. ☒

| | | |
|---|---|--|
| Deduction for Tropical Freeboard. | Deduction for Fresh Water. | TABULAR FREEBOARD |
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | Corrected for Flush Deck (if required) |
| Depth to Freeboard Deck = 37.39 | $\Delta = 13760$ | Correction for coefficient. $\frac{68 + 771}{1.36} = 1.451 / 1.36$ |
| Summer freeboard = 10.56 | Tons per inch immersion at summer load water line | |
| Moulded draught (d) = 26.83 | $T = 48.20$ | |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 6.71 = 6 3/4 | Deduction = $\frac{\Delta}{40T}$ inches = 7 1/4" | |
| Addition for Winter North Atlantic Freeboard (if required) = <input checked="" type="checkbox"/> | | |

Summer Freeboard = **126.75**

| SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck:— | | | |
|---|----------------|------------------------------------|------------------------|
| Tropical Fresh Water Line above Centre of Disc ... | 14" = 355 mm | Tropical Fresh Water Freeboard ... | 10' - 6 3/4" = 3219 mm |
| Fresh Water Line " " ... | 7 1/4" = 184 " | Fresh Water " " ... | 9' - 4 3/4" = 2864 " |
| Tropical Line " " ... | 6 3/4" = 171 " | Tropical " " ... | 9' - 11 1/2" = 3035 " |
| Winter Line below " " ... | 6 3/4" = 171 " | Winter " " ... | 10' - 0" = 3048 " |
| Winter North Atlantic Line " " ... | ✓ | Winter North Atlantic " " ... | 11' - 1 1/2" = 3390 " |

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.

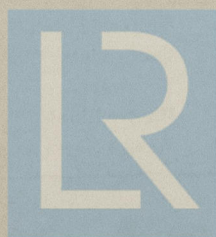
Trade of ship.....

Names of sister ships. This is the West Coast Shipbuilders, Ltd., Vancouver, B.C. first "Victory" type ship.

Builder's name and yard number. West Coast Shipbuilders, Ltd. (Yard No. 123)

Owners Minister of Munitions & Supply of Canada.

Fee \$ 100.00



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Foundation