

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD

252' 62" x 43' 6" x 20' 6"

1620

STEAMER, ~~TANKER, SAILER~~ "CONISCLIFFE HALL" WITH TIMBER DECK CARGO WITHOUT

Nationality *British* Builders' Name and No. of Ship *Smiths Dock Co., Ltd. No 847.*

Port of Registry *Montreal* Owners *Hall Cooperation of Canada*

Official Number *160706 ✓* Port and Date of Survey *Prescott, Ont 15th April 1938 - D. W. Walker*

Gross Tonnage *1900 ✓* Name of Surveyor *D. W. Walker*

Date of Build *4/1928* Names of Sister Ships *"Angelique Hall" Sunk.*

Particulars of Classification *B.S.* Great Lakes & Limited Gulf of St. Lawrence.*

Type of Superstructures *4 masts*

Trade of Ship

Service Endorsement if any *B.S.* (Great Lakes & Limited Gulf of St. Lawrence Service).*

"AND ONLY SO LONG AS THE SHIP IS EMPLOYED IN GREAT LAKES & LIMITED GULF OF ST. LAWRENCE SERVICE."

| SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (.....wood.....steel) | | Corresponding Freeboard |
|---|---|-------------------------|
| TROPICAL FRESH WATER LINE above centre of disc | ✓ | 4'-7½" |
| FRESH WATER LINE " " " 4" | | 4'-3½" |
| TROPICAL LINE " " " 4" | | 4'-11½" |
| WINTER LINE below " " 4" | | |
| WINTER NORTH ATLANTIC LINE " " " | | |

| SUMMER TIMBER FREEBOARD recommended amidships from top of deck line | | Corresponding Freeboard |
|---|--|-------------------------|
| TROPICAL FRESH WATER Timber line above L.S. | | |
| FRESH WATER " " " " | | |
| TROPICAL " " " " | | |
| WINTER " " below " | | |
| WINTER NORTH ATLANTIC " " " | | |

Number of years recommended for load line certificate

The scantlings and protective arrangements being in accordance with the Load Line Rules it is submitted that the freeboards be assigned

Passed at a meeting of the Committee of Management of the British Corporation Register of Shipping and Aircraft

on the *31st May 1939.*

Chief Surveyor

Secretary

002435-002441-0113

29 SEP 1950

FOR INTERNATIONAL COMPUTATION
1620 SEE "ROCKCLIFFE HALL" No. 1593
COMPUTATION OF FREEBOARD

Length on summer load line 252.62 Moulded Breadth 43'-6" Moulded Depth 20'-6" Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 4670 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} =$
Displacement and tons per inch immersion in salt water at summer load line
Moulded depth 20.50 Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
Stringer Plate 62 Round of Beam Correction
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ Ships Round of Beam 10.75 inches
Rise of floor (in sailers)
Depth for Freeboard (D)
Table Depth
Depth Correction
If restricted by superstructures

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) | |
|---------------------|-----------------|--------------------|--------|-------------------------|-------------------|----------------------|--|
| Poop | | | | | | | Standard Height of Superstructure |
| Raised Quarter Deck | | | | | | | " " R.Q.D. |
| Bridge | | F | | | | | Percentage covered S/L = |
| | | A | | | | | " " E/L = |
| Forecastle | 35.33 | | 7'6" | | | | " " from Table line A, B, (corrected for absence of forecastle if required) |
| Trunk Aft | | | | | | | Percentage from Table by interpolation for Bridge less than 2L if required = |
| " Forward | | | | | | | Deduction = |
| Tonnage Opening Aft | | | | | | | Percentage from Table for Tankers (or Timber ships) = |
| " Forward | | | | | | | Deduction = |
| Totals | | | | | | | |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product | Mean Actual sheer aft " Standard " " |
|---------------------------|--------------|----------------|-----------------|------|---------|--|
| A.P. | 10 | | | 1 | | |
| $\frac{1}{2}$ L from A.P. | 1.37 | | | 4 | | Mean Actual sheer forward = |
| $\frac{1}{4}$ L from A.P. | - | | | 2 | | " Standard " " |
| Amidships | 0 | | | 4 | | Length of enclosed superstructure forward of amidships = Length of Ship |
| $\frac{1}{4}$ L from F.P. | - | | | 2 | | |
| $\frac{1}{2}$ L " " | 2.0 | | | 4 | | Length of enclosed superstructure aft of amidships = Length of Ship |
| F.P. | 15.0 | | | 1 | | |
| | | | | 18 | | Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) =$ |
| Effective Mean Sheer | | | | | | |
| Standard " " | | .05L+5 | | | | If limited on account of midship superstructure = |
| Difference | | | | | | " to maximum allowance of 1 1/2 ins. per 100 ft. = |

TABULAR FREEBOARD corrected for flush deck if required =
Correction for co-efficient =

| | + | - |
|--|---|---|
| Depth correction | | |
| Deduction for superstructures | | |
| Sheer correction | | |
| Round of Beam correction | | |
| Correction for thickness of deck amidships | | |
| Other corrections, scantlings, etc. | | |

Summer Freeboard in inches =
Additional allowance for superstructures on
Timber carrying ships =
Summer Timber Freeboard in inches =

| DRAUGHTS AND SEASONAL CORRECTIONS | |
|--|--------|
| Sailer, Tanker, Steamer | Timber |
| Depth to Freeboard Deck in feet | |
| Summer Freeboard in feet | |
| Moulded Draught (d) | (d1) |
| Addition for Keel | |
| Extreme draught | |
| Deduction for Tropical and addition for Winter freeboard $d/4 =$ | ins. |
| Addition for Winter North Atlantic (if required) | ins. |
| Deduction for Tropical Timber Freeboard $d/1$ | ins. |
| Addition for Winter " " $d/1$ | ins. |
| " " N.A. Timber Freeboard (if required) | ins. |

Form LL. 4.D.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD
CONDITIONS OF ASSIGNMENT

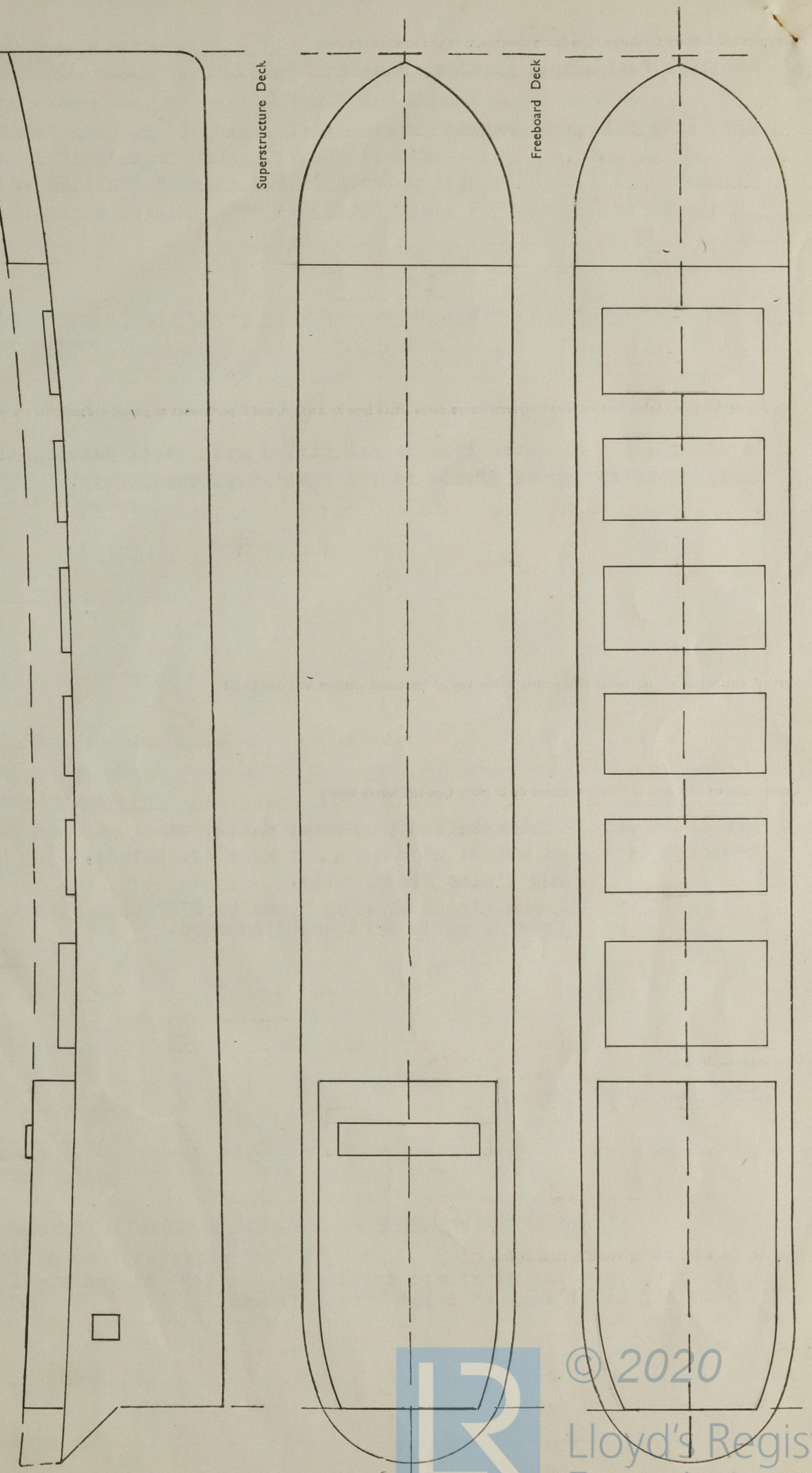
SHIPS NAME CONISCLIFFE HALL OFFICIAL NUMBER 160,706
Nationality and Port of Registry British, Montreal, Quebec.

| PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES | | | | | | | | |
|--|------------|-----------------------|------------|---------|-----------------|--------------------------|-----------------|-------------------|
| | Coaming | Plating | Stiffeners | Spacing | End Attachments | No. and size of Openings | Height of Sills | Height of Casings |
| Poop Bulkhead | | | | | | | | |
| R.Q.D. " | | | | | | | | |
| Bridge Aft Bulkhead | | | | | | | | |
| " Forward " | | | | | | | | |
| Forecastle Bulkhead | | | | | | 1 58"x24" | 18" | 7'6" |
| Trunk, Aft | | | | | | 1 58" x 31" | | |
| " Forward | | | | | | | | |
| Exposed Machinery Casings on | } ER BR | As originally fitted. | | | ER | 1 60" x 23" | 18" | 7'6" |
| Freeboard or R.Q. Decks | | | | | BR | 1 60" x 23" | 18" | |
| | | | | | ER | 1 63" x 23" | 10" | |
| | | | | | BR | 1 63" x 24" | 15" | |
| Exposed Machinery Casings on | } Doors to | ER BR inside | house | | BR | 1 63" x 24" | 15" | |
| Exposed Machinery Casings on | | | | | | | | |
| Machinery Casings within Super- structures not fitted with Cl. 1. closing appliances | } | | | | | | | |
| Deckhouses on flush deck ships | | | | | | | | |
| | | | | | | | | |

| PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides) | |
|---|---|
| Poop Bulkhead | |
| R.Q.D. " | |
| Bridge Aft Bulkhead | |
| " Forward " | |
| Forecastle Bulkhead | Hardwood doors 1 1/2" thick - manipulated both sides. |
| Exposed Machinery Casings on | |
| Freeboard or R.Q. decks | Steel doors 5/16" manipulated both sides. |
| Exposed Machinery Casings on superstructure decks | |
| Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances | |
| Deck houses on Flush Deck ships | |

| PARTICULARS OF FREEING ARRANGEMENTS | | | | | |
|---|-------------------|-------------------|---|----------------|-----------|
| | Length of Bulwark | Height of Bulwark | No. and size of Freeing Ports each side | Area each side | Rule Area |
| After Well | | | | | |
| Forward Well | | | No wells | | |
| State fore and aft position and height above deck to bottom of port, for each port | | | After Well | | |
| | | | Forward Well | | |
| State whether freeing ports are fitted with shutters, bars or rails, and give particulars | | | | | |
| Give particulars of freeing port area, etc., on superstructure decks | | | | | |

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.



FOR INTERNATIONAL COMPUTATION
1620 SEE "ROCKCLIFFE HALL" No. 1593
COMPUTATION OF FREEBOARD

Length on summer load line 252.62 Moulded Breadth 43'-6" Moulded Depth 20'-6" Depth of Keel
Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 4670 Tons
Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times 85} =$
Displacement and tons per inch immersion in salt water at summer load line
Moulded depth 20.50 Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches
Stringer Plate 62 Round of Beam Correction
Sheathing on exposed deck T $\left(\frac{L-S}{L}\right)$ Ships Round of Beam 10.75 inches
Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$
Depth for Freeboard (D) Difference
Table Depth Restricted to
Depth Correction Correction $\frac{\text{Difference}}{4} \times \left(1 - \frac{E}{L}\right) =$
If restricted by superstructures

| | Enclosed Length | Length of Overhang | Height | Mean Covered Length (S) | Height Correction | Effective Length (E) | |
|---------------------|-----------------|--------------------|--------|-------------------------|-------------------|----------------------|---|
| Poop | | | | | | | Standard Height of Superstructure |
| Raised Quarter Deck | | | | | | | " " R.Q.D. |
| Bridge | | F | | | | | Percentage covered S/L = |
| | | A | | | | | " " E/L = |
| Forecastle | 35.33 | | 7'-6" | | | | " " from Table line A, B, (corrected for absence of forecastle if required) |
| Trunk Aft | | | | | | | Percentage from Table by interpolation for Bridge less than .2L if required = |
| " Forward | | | | | | | Deduction = |
| Tonnage Opening Aft | | | | | | | Percentage from Table for Tankers (or Timber ships) = |
| " Forward | | | | | | | Deduction = |
| Totals | | | | | | | |

| Station | Actual Sheer | Standard Sheer | Effective Sheer | S.M. | Product | Mean Actual sheer aft " Standard " " |
|---------------------------|--------------|----------------|-----------------|------|---------|--|
| A.P. | 10 | | | 1 | | |
| $\frac{1}{2}$ L from A.P. | 1.37 | | | 4 | | Mean Actual sheer forward " Standard " " |
| $\frac{1}{2}$ L from A.P. | - | | | 2 | | |
| Amidships | 0 | | | 4 | | Length of enclosed superstructure forward of amidships Length of Ship |
| $\frac{1}{2}$ L from F.P. | - | | | 2 | | |
| $\frac{1}{2}$ L " " | 2.0 | | | 4 | | Length of enclosed superstructure aft of amidships Length of Ship |
| F.P. | 15.0 | | | 1 | | |
| | | | | 18 | | Sheer Correction = Difference $\times \left(75 - \frac{S}{2L}\right) =$ |
| Effective Mean Sheer | | | | | | |
| Standard " " | | .05L + 5 | | | | If limited on account of midship superstructure = |
| Difference | | | | | | " to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft. = |

TABULAR FREEBOARD corrected for flush deck if required =
Correction for co-efficient =

| | + | - | |
|---|---|---|-------------------------|
| Depth correction | | | Sailer, Tanker, Steamer |
| Deduction for superstructures | | | Timber |
| Sheer correction | | | |
| Round of Beam correction | | | |
| Correction for thickness of deck amidships | | | |
| Other corrections, scantlings, etc. | | | |
| Summer Freeboard in inches | | | |
| Additional allowance for superstructures on Timber carrying ships | | | |
| Summer Timber Freeboard in inches | | | |

DRAUGHTS AND SEASONAL CORRECTIONS

| | Sailer, Tanker, Steamer | Timber |
|--|-------------------------|--------|
| Depth to Freeboard Deck in feet | | |
| Summer Freeboard in feet | | |
| Moulded Draught (d) | | (d1) |
| Addition for Keel | | |
| Extreme draught | | |
| Deduction for Tropical and addition for Winter freeboard $d/4 =$ | | ins. |
| Addition for Winter North Atlantic (if required) | | ins. |
| Deduction for Tropical Timber Freeboard $\frac{d}{4}$ | | ins. |
| Addition for Winter " " $\frac{d}{3}$ | | ins. |
| " " N.A. Timber Freeboard (if required) | | ins. |

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

| PARTICULARS OF ALL HATCHWAYS ON DECK | | | | | | | | | | | | | | | | | |
|---|--|------------------------|-------|--|-------------|---|-------------------|-----------------|----------------------|--|---|---------------------|----------------------|--|---------------------------|---|-----------------|
| Number and description of Hatchway from forward | | Dimensions of Hatchway | | COAMINGS | | HATCH BEAMS | | FORE AND AFTERS | | HATCH COVERS | | Spacing of Cleats | | Number of Tarpaulins | | Are lashings provided in accordance with rule requirements? | |
| | | | | Height { steel above wood { sides ends | Thickness { | Stiffeners | Brackets or Stays | Number Spacing | Scantling and Sketch | Bearing Surface and thickness of carriers or sockets | Number Spacing | Unsupported lengths | Scantling and Sketch | Bearing Surface and thickness of carriers or sockets | Material Thickness | How Fitted | Bearing Surface |
| 1-2-3 CARGO 16'-0" x 29'-8" | | 12' | 7/16" | NONE | | 3 4'-0" 2 SIDES 3 x 1 1/2 x 36 1-c 6 x 15 LBS | | | | | 3 3/4" x 1/2" 3 7'-5" 16'-0" 14" x 5 1/2 x 47 7 x 1 1/2 | | | 3 1/2" x 1/2" wood 7/4" F+A 7/4" 7/3" 2 | | | |
| 4-5 CARGO 14'-0" x 29'-8" | | 12' | 7/16" | NONE | | 2 4'-8" 1 SIDE 3 x 1 1/2 x 36 6 x 6 x 15 LBS | | | | | 3 3/4" x 1/2" 3 7'-5" 14'-0" 13' x 5 1/2 x 37 5 1/2 x 1 1/2 | | | 3 1/2" x 1/2" wood 7/4" F+A 7/4" 7/3" 2 | | | |
| 6 CARGO 20'-0" x 29'-8" | | 36' | 7/16" | 2 Brackets 17' x 18 3/4" F+A | | 3 5'-0" Same as nos 1-2-3 | | | | | 3 3/4" x 1/2" 5 4'-11 1/4" 20'-0" Same as nos 1-2-3 | | | 3 1/2" x 1/2" wood 7/4" F+A 7/4" 7/3" 2 | | | |
| BUNKER ON TOP OF HOUSE 6'-0" x 29'-8" | | 6' | 3/4" | NONE | | | | | | | | | | | wood 7/4" F+A 7/4" 7/3" 2 | | |
| Are tarpaulins in good condition and in accordance with rule requirements? yes | | | | | | | | | | | | | | | | | |
| Are lashings provided in accordance with rule requirements? yes | | | | | | | | | | | | | | | | | |

Additional and alterations in red.

Are wood fore and afters steel shod at all bearing surfaces? **no wood beams on fore & afters**

Are battens and wedges efficient and in good condition? **yes**

Additions and alterations in Red.

no wood beams or fore & aft

Are wood fore and afters steel shod at all bearing surfaces? yes
Are battens and wedges efficient and in good condition?

Are tarpaulins in good condition and in accordance with rule requirements? Angles 3 1/2 x 3 1/2 x 7/16
Are lashings provided in accordance with rule requirements?

Give full particulars of the following :—

Fiddley, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

Fiddley coaming 2½" high. Hinged steel covers permanently attached.

Funnel riveted to deck. Rivet pitch 3½"

E. R. Skylight steel - hinged steel covers permanently attached.

E. R. vents coaming 4'0" stokehold vents coaming 80" Rivet pitch 3½"

Flush Bunker Scuttles on freeboard and superstructure decks (state material, type of joints, etc., and if secured by hinge or permanent chain attachment)

None

Companionways on freeboard and superstructure decks (state material, height of doorway sills, type of doors, and if these can be closed and secured from both sides)

None

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

No vents to spaces below freeboard decks except E & B ventilators.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided)

Minimum on freeboard deck 14" wood plugs canvas covers.

Minimum on forecastle deck 9" " " " "

*Scuppers and Sanitary Discharge Pipes (state material, type and number of valves)

Sanitary discharges through forepeak 3

" " " E & B Space 2

Cast iron with clapper and gate valves.

Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

Forecastle 11" diameter iron frames fitted with steel deadlights.

Engine room 13" brass frames fitted with steel deadlights.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

Guard Rails on freeboard and superstructure decks (state type and where fitted)

Forecastle deck - bulwarks and permanent rails.

Freeboard deck - in way of hatches - portable stanchions,
and 2 wire fence rails.

" " - Round aft deck house bulwarks 3'6" high with 3
freeing ports Port and Starboard.

Gangways and Lifelines

Lifelines being fitted.

Gangway, Cargo and Coaling Ports in sides of ship

Engine room Port and Starboard opening 3'0" x 2'9" hinged steel
door with 3 steel dogs 3" x 1½" across frames.

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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Lloyd's Register
Foundation