

# THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

## SURVEY FOR FREEBOARD

STEAMER, ~~TANKER, SAILER~~: S.S. ROCKABILL ~~WITHOUT~~ TIMBER DECK CARGO

Nationality BRITISH Builders' Name and No. of Ship D & W HENDERSON & CO LTD  
 Port of Registry GLASGOW GLASGOW NO 910.  
 Official Number 161940 Owners CLYDE SHIPPING CO LTD. GLASGOW.  
 Gross Tonnage 1392.  
 Date of Build 1/1931 Port and Date of survey GLASGOW JULY 1944.  
 Name of Surveyor A. MACARTHUR  
 Particulars of Classification B.S \* Names of Sister Ships —

Type of Superstructures BRIDGE.

Trade of Ship

Service Endorsement if any

18 0 1/2	25 6 1/2
1	3 1/2
18 2	25 10
2 2	9 11
15 11	15 11

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, ( <u>3" wood</u> )		<u>9'-11"</u> ✓
TROPICAL FRESH WATER LINE above centre of disc	<u>6"</u> ✓	Corresponding Freeboard <u>9'-5"</u> ✓
FRESH WATER LINE " " "	<u>4"</u> ✓	" " <u>9'-7"</u> ✓
TROPICAL LINE " " "	<u>2"</u> ✓	" " <u>9'-9"</u> ✓
WINTER LINE below " "	<u>2 1/2"</u> ✓	<u>10'-1 1/2"</u> ✓
WINTER NORTH ATLANTIC LINE " " "	<u>4 1/2"</u> ✓	<u>10'-3 1/2"</u> ✓

SUMMER TIMBER FREEBOARD recommended amidships from top of deck line

TROPICAL FRESH WATER Timber line above L.S.		Corresponding Freeboard
FRESH WATER " " " "		" "
TROPICAL " " " "		" "
WINTER " " below " "		" "
WINTER NORTH ATLANTIC " " " "		" "

*Checked 11/11/44*

Number of years recommended for load line certificate

DATE of ISSUE 17-7-44  
 DATE of EXPIRY 16-7-49.

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

*[Signature]*  
 Chief Surveyor



## COMPUTATION OF FREEBOARD

Length on summer load line  $269.08$  Moulded Breadth  $37.0$  Moulded Depth  $25.6$  Depth of Keel  $6.2$   
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth  
 Co-efficient of fineness for use with tables  $\frac{\Delta \times 35}{L \times B \times D \times 85} = .68$  (Assumed)  
 Displacement and tons per inch immersion in salt water at summer load line  $3005 @ 18.95 T.P.I.$   
 Moulded depth  $25.500$  Deduction for Fresh Water  $\frac{\Delta}{40 T} = 4$  inches  
 Stringer Plate  $.38$  Round of Beam Correction  $.032$   
 Sheathing on exposed deck T  $(\frac{L-S}{L})$   $.250$  Ships Round of Beam  $9.25$  inches  
 Rise of floor (in sailers) Standard Round of Beam  $\frac{B \times 12}{50} = 8.88$   
 Depth for Freeboard (D)  $25.782$  Difference  $.37$   
 Table Depth  $17.938$  Restricted to  
 Depth Correction  $7.844$  Correction  $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .0925 \times 1 = .0925$   
 If restricted by superstructures  $16.240$   $= .09 \text{ off.}$

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop						
Raised Quarter Deck						
Bridge OPEN	92.0	3.0	7.6			
Forecastle						
Trunk Aft						
" Forward						
Tonnage Opening Aft						
" Forward						
Totals						

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product	Mean Actual sheer aft	Mean Actual sheer forward
A.P.	39	36.91	36.91	1	36.91	More than 1.	Less than 1.
1/2 L from A.P.	16.5	16.42	16.42	4	65.68		
1/2 L from A.P.	3.5	4.06	4.06	2	8.12		
Amidships	-	-	-	4	-		
1/2 L from F.P.	7.5	8.12	7.5	2	15.00		
1/2 L " "	28.0	32.85	28.0	4	112.00		
F.P.	60.5	73.82	60.5	1	60.50		
				18	248.21		
Effective Mean Sheer						Sheer Correction = Difference $\times (75 - \frac{S}{2L}) = 1.887 \times .75 = 1.42$	
Standard " "						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  $= 36.31 + 4.04 = 40.35$   
 Correction for co-efficient  $= 40.35$  DRAUGHTS AND SEASONAL CORRECTIONS

	+	-	Sailor, Tanker, Steamer	Timber
Depth correction	16.24	-		
Deduction for superstructures	-	-		
Sheer correction	1.42	-		
Round of Beam correction	-	.09		
Correction for thickness of deck amidships	-	-		
Other corrections, scantlings, etc.	61.08	-		
Summer Freeboard in inches	78.74	.09	78.65	
Additional allowance for superstructures on Timber carrying ships	9.11	-	119.00	
Summer Timber Freeboard in inches				

Form LL. 4.D.

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## SURVEY FOR FREEBOARD

### CONDITIONS OF ASSIGNMENT

SHIPS NAME "ROCKABILL"

OFFICIAL NUMBER 161940

Nationality and Port of Registry BRITISH GLASGOW

## PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

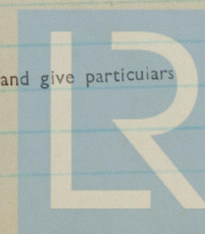
	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
R.Q.D. "								
Bridge Aft Bulkhead								7.6
" Forward "								7.6
Forecastle Bulkhead								
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks								
Machinery Casings within Superstructures not fitted with Cl. 1 closing appliances	38	2	3" x 2 1/2" x 25"	24"	UNATTACHED	3 P.S. 4' 8" x 2' 0"	16"	7.6
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	OPEN.
" Forward "	UNFITTED NO OPENINGS.
Forecastle Bulkhead	
Exposed Machinery Casings on Freeboard or R.Q. decks	
Exposed Machinery Casings on superstructure decks	
Machinery Casings within superstructures not fitted with Cl. 1 Closing Appliances	6 HINGED DOUBLE FLAP STEEL DOORS. OPENING ONE SIDE.
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			OPEN RAILS		
Forward Well					
State fore and aft position and height above deck to bottom of port, for each port					
State whether freeing ports are fitted with shutters, bars or rails, and give particulars					
Give particulars of freeing port area, etc., on superstructure decks					



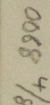
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A hand-drawn cross-section diagram of a ship's hull, showing internal compartments and structural details. The diagram is oriented horizontally, with the bow on the left and the stern on the right. The hull is divided into several vertical sections by bulkheads. The top of the hull is labeled 'ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, companionways, etc., which affect the freeboard of the ship.' The internal compartments are labeled as follows: 'STEERING GEAR ETC.' at the bow, 'Accommodation' (partially obscured), 'STORE', 'RIGHT PEAK TANK', 'THREE DECK', 'No. 15 HOLD', 'ENGINE ROOM', 'BUTTER ROOM', 'ROSEN DECK', 'No. 12 HOLD', 'No. 1 HOLD', 'FORE PEAK TANK', and 'CHAIN WALK'. The diagram also shows 'Gangway Doors' and 'W.T. Door' (Water Tight Door) on the right side. The hull is shown with a curved bottom and a flat top deck.



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Yes

## LOCKING BARS

Are battens and wedges efficient and in good condition?

Are battens and wedges efficient and in good condition? YES.

MS.



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)

STEEL COVERS ON E & B CASING 1'-0" ABOVE BOAT DECK.

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

1 - C.I. SCUTTLE P.S. ON SECOND DECK TO COAL BUNKER WITH  
BAYONET JOINT. CHAIN ATTACHMENT.

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)

TWO STEEL COMPANIONWAYS ONE ON FWD END UPPER DECK AFT OF BREAKWATER  
AND ONE AFT OF ENGINE CASING. SEE SKETCH

BOTH HAVE STRONG HINGED WOOD DOOR 5' x 2' OPENING BOTH SIDES 12" SILLS.

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)

ON FREEBOARD DECK 4 FWD, 2 AMIDSHIPS & 2 AFT TO HOLDS. 18" C.M.G.S. RIVETS SPACED 3"-4"  
AND CLOSED BY WOOD PLUGS & CANVAS COVERS.

ON FREEBOARD DECK AFT. C.I. SWAN NECK VENTS. 8" TO MOUTH 13" TO BEND } CANVAS COVERS.

" " " FWD " " " 31" " 36" " }

ON 2ND DECK. HOLD VENTS. TERNISHED WITH FAN INSPECTION DOOR 2' 7" x 2' 5", 20" SILL MADE  
W.T. BY RUBBER JOINTING & BUTTERFLY NUTS & BOLTS.

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

FREEBOARD DECK FWD 2 C.I. AIRPIPES 10" TO MOUTH 11" TO BEND } CANVAS COVERS  
" " " AFT. 1 " " 24" " 26" " }

ALL AIR PIPES TO DOUBLE BOTTOM CARRIED UP TO WITHIN 7" OF UPPER DECK

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

WHERE DISCHARGING BELOW 2ND DECK, ALL FITTED WITH BRASS STORM VALVES.

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

BELOW FREEBOARD DECK (TWEEN DECKS)

FORE & AFT END ORDINARY BRASS PATTERN WITH HINGED DEADLIGHTS  
AMIDSHIPS " " " NO 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)

FORE AND AFT. END FREEBOARD DECK 3'-6" HIGH. 4 ROD GUARD RAILS.  
STEEL LOWER AMIDSHIPS.

Gangways and Lifelines

Gangway, Cargo and Coaling Ports in sides of ship

ORIGINAL GANGWAY DOORS PLATED OVER AND FRAMED AS SHELL ELSEWHERE

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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