

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

| | | | | | |
|--|--|---|---|------------------------------|---|
| Ship's Name "ROCKLAND PARK" | Official Number NOT YET KNOWN 176016 | Nationality and Port of Registry BRITISH MONTREAL. | Gross Tonnage APPROX. 2905.39 | Date of Build 1944 | Port of Survey QUEBEC, P.Q. |
| Moulded Dimensions: Length 310'-0" Breadth 46.33 Depth 25.17 | | | | | Date of Survey While building |
| Moulded displacement at moulded draught = 85 per cent. of moulded depth 6690 tons | | | | | Surveyor's Signature R.A. Stanley |
| Coefficient of fineness for use with Tables .761 | | | | | Particulars of Classification 100A1 |

| | | |
|--|--|--|
| Depth for Freeboard (D). | Depth correction. | Round of Beam correction. |
| Moulded depth 25.17 | (a) Where D is greater than Table depth (D—Table depth) R= | Moulded Breadth (B) 46.533 |
| Stringer plate03 | (25.20-20.67) 2.384 = +10.80 | Standard Round of Beam = $\frac{B \times 12}{50}$ = 11.12 |
| Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ - | (b) Where D is less than Table depth (if allowed) (Table depth—D) R= - | Ship's Round of Beam = 11" |
| Depth for Freeboard (D) = 25.20 | If restricted by superstructures - | Difference .12 |
| | | Restricted to |
| | | Correction = $\frac{\text{Diff}^{\circ}}{4} \times \left(1 - \frac{S_1}{L} \right)$.12 X .5178 = +.02 |

DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length (S ₁) | Height | Height Correction | Effective Length (E) | |
|----------------------------|-------------------------------|--|--------------|----------------------|-------------------------|---|
| Poop enclosed | 33'-3" | 33.25 | 7'-9" | - | 33.25 | Standard Height of Superstructure 46.60 |
| " overhang | 2'-0" | 1.00 | - | - | 1.00 | " " R.Q.D. - |
| R.Q.D. enclosed | - | - | - | - | - | Deduction for complete superstructure 36.00 |
| " overhang | - | - | - | - | - | Percentage covered $\frac{S}{L}$ = 49.18 |
| Bridge enclosed | 80'-0" | 80.00 | 9'-0" | - | 80.00 | " " $\frac{S_1}{L}$ = 48.22 |
| " overhang aft | 4'-0" | 3.00 | - | - | 3.00 | " " $\frac{E}{L}$ = 48.22 |
| " overhang forward | 2'-0" | 1.00 | - | - | 1.00 | Percentage from Table, Line A. (corrected for absence of forecastle (if required)) |
| F'cle enclosed | 31'-3" | 31.25 | 7'-0" | - | 31.25 | Percentage from Table, Line B. (corrected for absence of forecastle (if required)) |
| " overhang | - | - | - | - | - | Interpolation for bridge less than .2L (if required) |
| Trunk aft | - | - | - | - | - | Deduction = 36.00 X .3449 = -12.42' Ordinary |
| " forward | - | - | - | - | - | 36.00 X .6614 = -24.55 Timber |
| Tonnage opening aft | - | - | - | - | - | |
| " " forward | - | - | - | - | - | |
| Total | 152.50 | 149.50 | - | - | 149.50 | |

SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|-----------------------|----------------------|----------|---------------|--------------------|-----------------------|----------|---------------|
| A.P. | 41.00 | 1 | 41.00 | 1'-6" | 1'-6" | 1 | 18.00 |
| 1/2L from A.P. | 18.25 | 4 | 73.00 | 1 9/16" | 1.56 | 4 | 6.24 |
| 1/2L " | 4.50 | 2 | 9.00 | - | - | 2 | - |
| Amidships | - | 4 | - | - | - | 4 | - |
| 1/2L from F.P. | 9.00 | 2 | 18.00 | - | - | 2 | - |
| 1/2L " | 36.50 | 4 | 146.00 | 1'-1 9/16" | 13.56 | 4 | 54.24 |
| F.P. | 82.00 | 1 | 82.00 | 5'-6" | 66.00 | 1 | 66.00 |
| Total | - | - | 369.00 | - | - | - | 144.48 |

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{224.52 \times .5041}{18} = +629"$

If limited on account of midship superstructure.

Mean actual sheer aft = **1.00**
Mean standard sheer aft = **1.00**

Mean actual sheer forward = **1.00**
Mean standard sheer forward = **1.00**

Length of enclosed superstructure forward of amidships = **L**
" " aft of " = **-**

If limited to maximum allowance of 1 1/2 ins. per 100 ft. **Ordinary Timber**

| | | | |
|---|--|--|--------------|
| Deduction for Tropical Freeboard. | Deduction for Fresh Water. | TABULAR FREEBOARD corrected for Flush Deck (if required) | 45.90 |
| Addition for Winter and Winter North Atlantic Freeboard. | Displacement in salt water at summer load water line | Correction for coefficient. X .68 X .761 | 48.63 |
| Depth to Freeboard Deck = 25.20 | $\Delta = \frac{20'-0" \times 6252 \text{ tons}}{22'-0" \times 6960 \text{ tons}}$ | 1.36 | 48.63 |
| Summer freeboard = 4.44 | Tons per inch immersion at summer load water line | Depth Correction 10.80 - | 48.63 |
| Moulded draught (d) = 20.76 | $T = \frac{20'-0" \times 28.75}{22'-0" \times 29.00}$ | Deduction for superstructures - 12.42 | 48.63 |
| Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 5 1/4" | Deduction = $\frac{\Delta}{40T}$ inches = 6.579 | Sheer correction 6.29 - | 48.63 |
| Addition for Winter North Atlantic Freeboard (if required) = 7 1/4" | 40 X 28.96 = 5.68 = 5 3/4" | Round of Beam correction02 - | 48.63 |
| | | Correction for Thickness of Deck amidships - | 48.63 |
| | | Other corrections, scantlings, etc. - | 48.63 |
| | | 17.11 12.42 + 4.69 = -7.42 | 48.63 |
| | | Summer Freeboard = 53.32 | 41.21 |

| | | | |
|---|--|--|-------------------|
| SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Steel , Deck: 4'-5 1/2" | Tropical Fresh Water Line above Centre of Disc 11" | Tropical Fresh Water Freeboard 3'-6 1/2" | 3'-5 1/2" |
| Fresh Water Line " " 5 1/2" | Fresh Water " " 5 1/2" | Fresh Water " " 3'-11 1/2" | 2'-5 1/2" |
| Tropical Line " " 5 1/2" | Tropical " " 5 1/2" | Tropical " " 4'-0" | 2'-11 1/2" |
| Winter Line below " " 5 1/2" | Winter " " 5 1/2" | Winter " " 4'-10 1/2" | 4'-0 1/2" |
| Winter North Atlantic Line " " 7 1/2" | Winter North Atlantic " " 5'-0 1/2" | Winter North Atlantic " " 5'-0 1/2" | 5'-0 1/2" |

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.

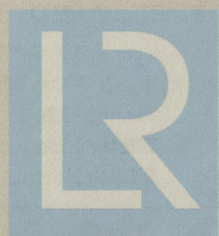
Trade of ship.....**GENERAL**

Names of sister ships.....**S.S. "BALDWIN PARK"**

Builder's name and yard number.....**GEORGE T. DAVIE AND SONS LIMITED HULL NO. 30.**

Owners.....**H.M. CANADIAN GOVERNMENT (PARK S.S. CO. LTD. MGRS.)**

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