

LL. 4.C.

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

788

SURVEY FOR FREEBOARD

STEAMER, ~~TANKER, SAILED~~ **ROSEBANK** SS. (~~ex~~ **CANADIAN OBSERVER**) ^{SWEDISH} WITH ~~WITHOUT~~ TIMBER DECK CARGO

Nationality **British (Canadian)** Builders' Name and No. of Ship **Bollingwood S.B. Co. Ltd.** N^o. 66

Port of Registry **Vancouver STOCKHOLM.** Owners **Hingley Navigation Co. Ltd.**

Official Number **141761** A.B. NORDEART, STOCKHOLM.

Gross Tonnage **2410** Port and Date of Survey **Vancouver, B.C. 15/6/33**

Date of Build **6/1920** Name of Surveyor **W. A. Wallace**

Particulars of Classification **Unclassed** Names of Sister Ships **"CANADIAN FARMER", "KINGSLEY"**
(Class withdrawn) **"CANADIAN BEAVER"**

Type of Superstructures **Poop, Bridge and Forecastle.**

Give full particulars of the following:—

Fiddley and Funnel Coamings (state height of coamings, type of fiddley covers, and if these are permanently attached in their proper positions)

Fiddley coaming 12" above boat deck, fitted with wood hatch covers, tarpaulins, wedges, etc. Small fiddley fitted with flanged covers. Funnel rivetted direct to casing top 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)

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) Small steel companion with steel door closed from both sides and 12" sill in poop deck.

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements) Cowl vents on upper and boat decks. Coamings 30" high and 3/8" thick. Rivets to deck spaced 4" dia. Usual wood plugs and canvas covers fitted.

Airpipes in exposed positions on freeboard, raised quarter and superstructure decks (state height to opening and if satisfactory closing arrangements are provided) ^{Pipes.} Goose neck ~~pipes~~ on upper deck 30" clear to openings. Canvas covers provided.

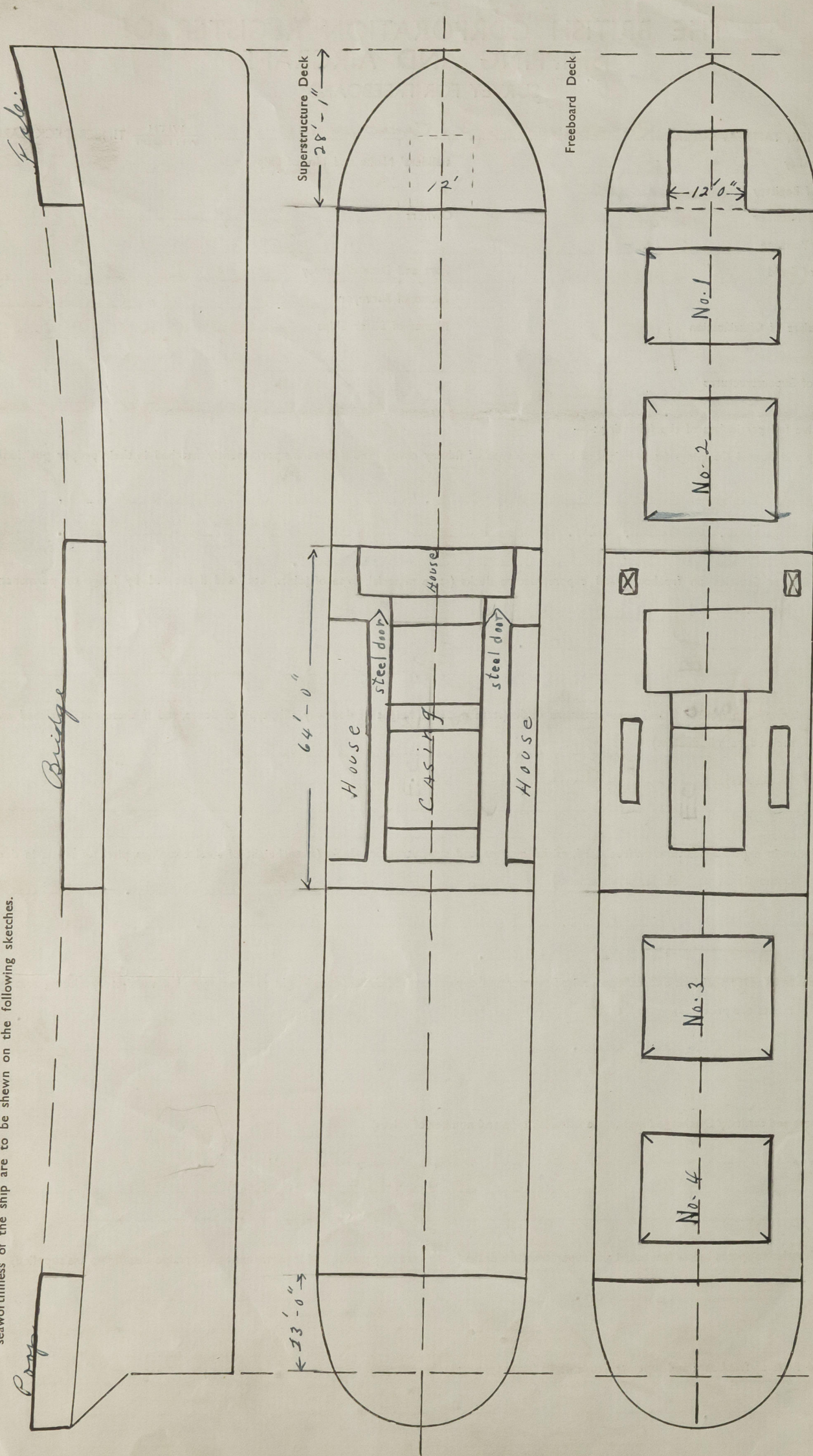
Scuppers and Sanitary Discharge Pipes (state material, type and number of valves) Four 4 1/2" sanitary discharge wrought iron pipes fitted with clack valves in casting.

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

None.

Guard Rails on freeboard and superstructure decks (state type and where fitted) Poop and fore 3'9" high and 3 bars, Ends of Bridge 3'-6" high 3 rods

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches.



Statement of special features in the construction of the ship

For other figures see N 2767 (Canadian form)

COMPUTATION OF FREEBOARD.

Length on summer load line 251' Moulded Breadth 43'-6" Moulded Depth 26'-0 7/8" Depth of Keel

Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth 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

Deduction for Fresh Water $\frac{\Delta}{40 T} =$ inches

Stringer Plate

Round of Beam Correction

Sheathing on exposed deck T $(\frac{L-S}{L})$

Ships' Round of Beam 10.0 inches

Rise of floor (in sailers)

Standard Round of Beam $\frac{B \times 12}{50} = 10.44$

Depth for Freeboard (D)

Difference $\frac{10.44}{50} = .56$

Table Depth

Restricted to

Depth Correction

Correction $\frac{\text{Difference}}{4} \times (1 - \frac{E}{L}) = .14 \times .5437$

If restricted by superstructures

.076

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	22.89	29	7'	23.18	-	23.04
Raised Quarter Deck	25	-	-	-	-	-
Bridge	64	29	7'	64.29	-	64.22
Forecastle	28.11	29	7'	28.4	-	27.28
Trunk Aft	-	-	-	-	-	-
Forward	-	-	-	-	-	-
Tonnage Opening Aft	-	-	-	-	-	-
Forward	-	-	-	-	-	-
Totals	115.87	-	-	115.87	-	114.54

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	41.5	-	-	1	-
1/2 L from A.P.	20.19	-	-	4	-
1/2 L from A.P.	24.5	-	-	2	-
Amidships	0	-	-	4	-
1/2 L from F.P.	28	-	-	2	-
1/2 L	31.5	-	-	4	-
F.P.	71.5	-	-	1	-
				18	

Effective Mean Sheer =

Standard " " .05L + 5 =

Difference

1.339

TABULAR FREEBOARD corrected for flush deck if required = 32.51

Correction for co-efficient = $\times \frac{1.4507}{1.36} =$

34.68 DRAUGHTS AND SEASONAL CORRECTIONS

Depth correction 18.03

Deduction for superstructures 10.04

Sheer correction .7

Round of Beam correction 10.8

Correction for thickness of deck amidships

Other corrections, scantlings, etc.

	+	-
Depth correction	18.03	-
Deduction for superstructures	-	10.04
Sheer correction	-	.7
Round of Beam correction	-	10.8
Correction for thickness of deck amidships	-	-
Other corrections, scantlings, etc.	-	-
	18.03	10.82

Summer Freeboard in inches = 41.89

Additional allowance for superstructures on

Timber carrying ships = 16.65

Summer Timber Freeboard in inches = 31.24

Depth to Freeboard Deck in feet 26.072

Summer Freeboard in feet 3.491

Moulded Draught (d) 22.581

Addition for Keel .06

Extreme draught approx 22.734

Deduction for Tropical and addition for Winter freeboard $d/4 = 5.64$ ins. 247.53

Addition for Winter North Atlantic (if required) = 7.64 ins. 49.55

Deduction for Tropical Timber Freeboard $d/4 = 5.64$ ins. 25.39

Addition for Winter " " $d/3 = 7.52$ ins. 39.06

" " N.A. Timber Freeboard (if required) = Ins.

Assigned 4/7/33

SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (wood steel) 3'-6" 1065

TROPICAL FRESH WATER LINE above centre of disc 12" 305 mm Corresponding Freeboard 2'-6" 760

FRESH WATER LINE " " 6" 150 mm " " 3'-0" 915

TROPICAL LINE " " 6" 150 mm " " 3'-0" 915

WINTER LINE below " " 5 1/2" 140 mm " " 3'-11 1/2" 1205

WINTER NORTH ATLANTIC LINE " " 7 1/2" 190 mm " " 4'-1 1/2" 1255

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line (Habitables) 2'-7 1/2"

TROPICAL FRESH WATER Timber line above centre of disc 1 1/2" Corresponding Freeboard 1'-7 1/2"

FRESH WATER " " " " 6" " 2'-1"

TROPICAL " " " " 5 1/2" " 2'-1 1/2"

WINTER " " below " " 8" " 3'-3"

WINTER NORTH ATLANTIC " " " " 18 1/2" " 4'-1 1/2"

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	34	34	2 x 3 1/2 x 3	30"		none	-	-
R.Q.D. "								
Bridge Aft Bulkhead	34	34	2 x 3 1/2 x 3	30"		4'-6" x 3'-0"	15"	-
" Forward "	34	34	6 x 3 1/2 x 34	30"		2 a 6'-0" x 3'-6"	19"	-
Forecastle Bulkhead	34	34	2 x 3 1/2 x 3	30"		none	-	-
Trunk, Aft								
" Forward								
Exposed Machinery Casings on Freeboard or R.Q. Decks								
Exposed Machinery Casings on superstructure decks	32	32	3/2 x 3 1/2 x 32	36	BTS @ T.O.P. A @ 5' x 2'	Protected by steel deckhouse	18"	7'-0"
Machinery Casings within Superstructures 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	No opening	Steel door operated from both sides
R.Q.D. "		
Bridge Aft Bulkhead	Hinged steel doors	
" Forward "	Hinged w.t. steel doors	
Forecastle Bulkhead	none	
Exposed Machinery Casings on Freeboard or R.Q. decks		
Exposed Machinery Casings on superstructure decks		Protected Hinged steel doors cas. both sides
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	69'-5"	3'-10"	3 a 3'-0" x 1'-9"	15.75	13.88
Forward Well	65'-8"	3'-10"	3 a 3'-0" x 1'-9"	15.75	13.14
State fore and aft position and height above deck to bottom of port, for each port			After Well 8'-0" from aft and 8'-0" from fore end		
			Forward Well 6'-6" from aft end 14'-6" " " 13		
State whether freeing ports are fitted with shutters, bars or rails, and give particulars					

Give particulars of freeing port area, etc., on superstructure decks

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	1	2	3	4
Dimensions of Hatchway	20' x 20'	24' x 20'	24' x 20'	20' x 20'
Height { steel above deck wood { deck Thickness { sides ends	3'-6" .5"	3'-6" .5"	3'-6" .5"	3'-6" .5"
Stiffeners	7' x 3 1/2" x 50 B.A. 2 each side as I 1 aft and 1 on fore side	fore and aft stiffeners as I	fore and aft stiffeners as I	fore and aft stiffeners as I
Brackets or Stays				
Number	5	4	4	3
Spacing	5'	4'-9 1/2"	4'-9 1/2"	5'
Scantling and Sketch	7/16" 4 x 3 x 44 1/2" 18 x 38	as N° 1	as N° 1	as N° 1
Bearing Surface and thickness of carriers or sockets	3" ?	3"	3"	3"
Number	2			
Spacing				
Unsupported lengths				
Scantling and Sketch				
Bearing Surface and thickness of carriers or sockets				
Material	B.C. Fir	do	do	do
Thickness	3"	3"	3"	3"
How Fitted	F+A	F+A	F+A	F+A
Bearing Surface	3"	do	do	do
Spacing of Cleats	1' 1"	"	"	"
Number of Tarpaulins	2			

[Surveyors are to note that wood fore and afters are to be steel shod at all bearing surfaces.]

Are wood fore and afters steel shod at all bearing surfaces? Yes
 Are battens and wedges efficient and in good condition? Yes
 Are tarpaulins in good condition and in accordance with rule requirements? Yes
 Are lashings provided in accordance with rule requirements? Yes

Gangways and Lifelines

None Required

Gangway, Cargo and Coaling Ports in sides of ship

None

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules?

Yes

Is provision made for protection of steering gear, and is emergency steering gear provided?

Yes

Are efficient uprights, sockets and lashings provided according to rules?

Yes

State particulars of longitudinal subdivision in double bottom

All fore and aft

State particulars of Bulwarks and Rails

Approval date of plans and full particulars of arrangements for stowing and securing timber

The scantlings and protective arrangements being in accordance with the Freeboard rules it is submitted that the freeboard be assigned

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

on the

2nd August 1933.



[Signature] Chief Surveyor.
[Signature] Secretary.