

# Clayd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

(COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

Index. No. 31149  
(For London Office only).

18 JAN 1943

*Handwritten:* "Rockwood Park" 174152 2877 DURING CONSTRUCTION.

*Handwritten:* LA GRANDE HERMINE

Ship's Name: **"ROCKWOOD PARK"**  
Official Number: **174152**  
Nationality and Port of Registry: **CANADIAN MONTREAL.**  
Gross Tonnage: **2877**  
Date of Build: **DURING CONSTRUCTION.**  
Port of Survey: **SAINT JOHN, N.B.**  
Date of Survey: **DURING CONSTRUCTION.**  
Surveyor's Signature: *R. M. Scott.*  
Particulars of Classification: **\* 100 A1. (CONTEMPLATED).**

Moulded Dimensions: Length **310.44 FT.** Breadth **46.33 FT.** Depth **25.16 FT.**  
Moulded displacement at moulded draught = 85 per cent. of moulded depth (**21.39 FT.**) **6690** tons  
Coefficient of fineness for use with Tables: **.761**

Depth for Freeboard (D).	Depth correction.	Round of Beam correction.
Moulded depth ... <b>25.16</b>	(a) Where D is greater than Table depth (D - Table depth) R = <b>(25.19 - 20.70) × 2.388 = +10.72</b>	Moulded Breadth (B) <b>46.33 FT.</b>
Stringer plate <b>4.0"</b>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R = <b>4.49</b>	Standard Round of Beam = $\frac{B \times 12}{50} =$ <b>11.12"</b>
Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$	If restricted by superstructures <input checked="" type="checkbox"/>	Ship's Round of Beam = <b>11 INCHES.</b>
Depth for Freeboard (D) = <b>25.19</b>		Difference <b>.12"</b>
		Restricted to
		Correction = $\frac{\text{Diff}}{4} \times (1 - \frac{S_1}{L}) = \frac{.12}{4} \times .5380 = +.02$

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<b>31.21 FT.</b>	<b>31.21</b>	<b>7.75 FT.</b>	<input checked="" type="checkbox"/>	<b>31.21</b>
" overhang ...	<b>2.0 FT.</b>	<b>1.00</b>		<input checked="" type="checkbox"/>	<b>1.00</b>
R.Q.D. enclosed ...					
" overhang ...					
Bridge enclosed ...	<b>76.0 FT.</b>	<b>76.00</b>	<b>9.0 FT.</b>	<input checked="" type="checkbox"/>	<b>76.00</b>
" overhang aft ...	<b>4.0 FT.</b>	<b>3.00</b>			<b>3.00</b>
" overhang forward ...	<b>2.0 FT.</b>	<b>1.00</b>			<b>1.00</b>
Fore enclosed ...	<b>31.23 FT.</b>	<b>31.23</b>	<b>7.0 FT.</b>	<input checked="" type="checkbox"/>	<b>31.23</b>
" overhang ...	<b>NONE</b>				
Trunk aft ...					
" forward ...					
Tonnage opening aft ...					
" forward ...					
Total ...	<b>146.44</b>	<b>143.44</b>			<b>143.44</b>

  

Standard Height of Superstructure <b>6.604'</b>	
" " R.Q.D. <input checked="" type="checkbox"/>	
Deduction for complete superstructure <b>36.03"</b>	
Percentage covered $\frac{S}{L} =$ <b>47.17</b>	
" " $\frac{S_1}{L} =$ <b>46.20</b>	
" " $\frac{E}{L} =$ <b>46.20</b>	
Percentage from Table, Line A. <input checked="" type="checkbox"/>	
(corrected for absence of forecastle (if required)) <input checked="" type="checkbox"/>	
Percentage from Table, Line B. <b>32.77</b>	
(corrected for absence of forecastle (if required)) <input checked="" type="checkbox"/>	
Interpolation for bridge less than 2L (if required) <input checked="" type="checkbox"/>	
Deduction = <b>36.03 × 32.77 = -11.81"</b>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<b>41.04</b>	1		<b>41.04</b>	<b>18.5"</b>	<b>18.50</b>	1		<b>18.50</b>
$\frac{1}{4}$ L from A.P. ...	<b>18.265</b>	4		<b>73.06</b>	<b>1.6"</b>	<b>1.60</b>	4		<b>6.40</b>
$\frac{2}{4}$ L " ...	<b>4.515</b>	2		<b>9.03</b>			2		
Amidships ...		4					4		
$\frac{3}{4}$ L from F.P. ...	<b>9.03</b>	2		<b>18.06</b>			2		
$\frac{1}{4}$ L " ...	<b>36.53</b>	4		<b>146.12</b>	<b>14.8"</b>	<b>14.80</b>	4		<b>59.20</b>
F.P. ...	<b>82.09</b>	1		<b>82.09</b>	<b>66.0"</b>	<b>66.00</b>	1		<b>66.00</b>
Total ...				<b>369.40</b>					<b>150.10</b>

  

Mean actual sheer aft =  
Mean standard sheer aft = } *Deficient*

Mean actual sheer forward =  
Mean standard sheer forward = } *Deficient*

Length of enclosed superstructure forward of amidships =  
" " aft of " = } *Deficient Sheers*

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{219.30}{18} \left( \frac{.75 - .2358}{.5142} \right) = +6.26"$   
If limited on account of midship superstructure. ☒ **.5142** If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ☒

<b>Deduction for Tropical Freeboard.</b> <b>Addition for Winter and Winter North Atlantic Freeboard.</b> Depth to Freeboard Deck = <b>25.19</b> Summer freeboard = <b>4.50</b> Moulded draught (d) = <b>20.69</b> Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = <b>5.17 = 5 1/4"</b> Addition for Winter North Atlantic Freeboard (if required) = <b>5 1/4 + 2 = 7 1/4"</b>	<b>Deduction for Fresh Water.</b> <b>EXTREME</b> Displacement in salt water at summer load water line <b>20 FT. - 6253 TONS.</b> $\Delta = 21 \text{ FT.} - 6605 "$ $22 \text{ FT.} - 6950 "$ Tons per inch immersion at summer load water line <b>20 FT. - 28.45 T.P.I.</b> $T = 21 \text{ FT.} - 29.00 "$ $22 \text{ FT.} - 29.25 "$ Deduction = $\frac{\Delta}{40 T}$ inches = <b>64.96</b> $40 \times 28.45 = 1138$ $5.66 = 5 1/2"$	<b>TABULAR FREEBOARD</b> corrected for Flush Deck (if required) Correction for coefficient $\frac{.761 + .68}{1.36} = \frac{1.441}{1.36}$ <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th></th> <th>+</th> <th>-</th> </tr> </thead> <tbody> <tr> <td>Depth Correction ...</td> <td><b>10.72</b></td> <td></td> </tr> <tr> <td>Deduction for superstructures ...</td> <td></td> <td><b>11.81</b></td> </tr> <tr> <td>Sheer correction ...</td> <td><b>6.26</b></td> <td></td> </tr> <tr> <td>Round of Beam correction ...</td> <td><b>.02</b></td> <td></td> </tr> <tr> <td>Correction for Thickness of Deck amidships ...</td> <td></td> <td></td> </tr> <tr> <td>Other corrections, scantlings, etc. ...</td> <td></td> <td></td> </tr> <tr> <td></td> <td><b>17.00</b></td> <td><b>11.81</b></td> </tr> <tr> <td>Summer Freeboard =</td> <td colspan="2"><b>53.94</b></td> </tr> </tbody> </table>		+	-	Depth Correction ...	<b>10.72</b>		Deduction for superstructures ...		<b>11.81</b>	Sheer correction ...	<b>6.26</b>		Round of Beam correction ...	<b>.02</b>		Correction for Thickness of Deck amidships ...			Other corrections, scantlings, etc. ...				<b>17.00</b>	<b>11.81</b>	Summer Freeboard =	<b>53.94</b>	
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SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~XXXX~~ Steel, Deck:

Tropical Fresh Water Line above Centre of Disc ... <b>11.10 1/4"</b> Fresh Water Line " " ... <b>5 1/2"</b> Tropical Line " " ... <b>5 1/4"</b> Winter Line below " " ... <b>5 1/4"</b> Winter North Atlantic Line " " ... <b>7 1/4"</b>	Tropical Fresh Water Freeboard ... <b>3-7 1/4"</b> Fresh Water " " ... <b>4-0 1/2"</b> Tropical " " ... <b>4-0 3/4"</b> Winter " " ... <b>4-1 1/4"</b> Winter North Atlantic " " ... <b>5-1 1/4"</b>
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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 INTERNATIONAL.

Names of sister ships NOT KNOWN.

Builder's name and yard number ST. JOHN DRY DOCK & SHIPBUILDING CO. LTD. YARD N<sup>o</sup>. 14.

Owners PARK STEAMSHIP COMPANY, LIMITED, MONTREAL, P. Q. CANADA.

Fee \$ 50



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Foundation