

DEC 1932

Index. No.
(For London Office only.)N^o 101464.

Rpt. C.11.

Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, ~~Sailing Ship, Tanker~~
having Raised Quarter, Bridge & Forecastle Decks.

(Type of Superstructures.)

Ship's Name "MONKSVILLE"	Nationality and Port of Registry British Liverpool	Official Number 145345.	Gross Tonnage 499.	Date of Build 1921.8.
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Moulded Dimensions: Length **154.83.** Breadth **26.00** Depth **12.50**
Moulded displacement at moulded draught = 85 per cent. of moulded depth **864** tons
Coefficient of fineness for use with Tables **.707**

Port of Survey Birkenhead.
Date of Survey Dec^r 5th 1932.
Name of Surveyor T. Richardson.
Particulars of Classification * 100 A.1.
S.S. App. No. 2.20.

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 12.50	(a) Where D is greater than Table depth (D - Table depth) R = (12.53 - 10.32) 1.191 = 2.63	Moulded Breadth (B) 26.00 Standard Round of Beam = $\frac{B \times 12}{50} = \frac{6.24}{50} = 6.24$ Ship's Round of Beam = 6.2 Difference .26
Stringer plate R.Q.D. .36"03	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =	Restricted to
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$ -	If restricted by superstructures	Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.26}{4} \times 2.166 = -.01$
Depth for Freeboard (D) = 12.53		

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed					
" overhang					
R.Q.D. enclosed	86.3"	86.25	3.6"	-	86.25
" overhang					
Bridge enclosed	10.9"	10.75	7.3"	-	10.75
" overhang aft					
" overhang forward	24.29	24.29	7.3"	-	24.29
Fore enclosed	22.6	24.29	7.3"	-	24.29
" overhang	3.7				
Trunk aft					
" forward					
Tonnage opening aft					
" forward					
Total	121.29	121.29			121.29

Standard Height of Superstructure **6.00**
" " R.Q.D. **2.366**
Deduction for complete superstructure **21.48**
Percentage covered $\frac{S}{L} = \frac{78.34}{121.29} = 64.5\%$
" " $\frac{S_1}{L} = \frac{78.34}{121.29} = 64.5\%$
" " $\frac{E}{L} = \frac{78.34}{121.29} = 64.5\%$
Percentage from Table, Line A. **73.26**
(corrected for absence of forecastle (if required))
Percentage from Table, Line B.
(corrected for absence of forecastle (if required))
Interpolation for bridge less than .2L (if required)
Deduction = **- 15.74**

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P.	25.48	1	25.48	25.48	24.1	23.00	1	24.61	24.61
$\frac{1}{2}$ L from A.P.	11.34	4	45.36	45.36	8.5	7.90	4	31.60	31.60
$\frac{3}{4}$ L "	2.80	2	5.60	5.60	0	- .70	2	- 1.40	- 1.40
Amidships		4					4		
$\frac{3}{4}$ L from F.P.	5.61	2	11.22	11.22	10.2	12.20	2	24.40	24.40
$\frac{1}{2}$ L "	22.68	4	90.72	90.72	34.5	36.00	4	144.00	144.00
F.P.	50.96	1	50.96	50.96	69	69.00	1	69.00	69.00
Total			229.34	229.34				301.87	301.87

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{72.53}{18} \left(.75 - \frac{39.17}{121.29} \right) = -1.44$
If limited on account of midship superstructure. If limited to maximum allowance of $1\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = **16.03**
Summer freeboard = **3.67**
Moulded draught (d) = **12.36**

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = **3.09 3"**
Addition for Winter North Atlantic Freeboard (if required) = **2"**

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta = 1028$
Tons per inch immersion at summer load water line

$T = 8.0$

Deduction = $\frac{\Delta}{40T}$ inches

= **3.21**

3 1/4"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient $\frac{.707 + .68}{1.36} = \frac{1.387}{1.36} = 1.02$

Depth Correction **2.63**

Deduction for superstructures **- 15.74**

Sheer correction **- 1.44**

Round of Beam correction **- .01**

Correction for Thickness of Deck amidships **42.00**

Other corrections, scantlings, etc. **-**

44.63

17.19

27.44

Summer Freeboard = 43.94

16.18

16.50

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, **Wood, Steel, Deck** — **R.Q.D.**

Tropical Fresh Water Line above Centre of Disc **3 1/4**
Fresh Water Line " " (limited) **3 1/4**
Tropical Line " " (limited) **0**
Winter Line below " " **3**
Winter North Atlantic Line " " **5**

Tropical Fresh Water Freeboard **3' - 8"**
Fresh Water " " (limited) **3' - 4 3/4"**
Tropical " " (limited) **3' - 8"**
Winter " " **3' - 11"**
Winter North Atlantic " " **4' - 1"**

8 DEC 1932

MARKING FORM

22 JUN 1933

13 OCT 1934


MARKING FORM

RECEIVED - 2 JUN 1933

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PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS										
Description of Hatchway			N ^o 1. FORWARD. 23'4" x 15'0"		N ^o 2. QUARTER D ^k					
Dimensions of Hatchway					21'6" x 15'1"					
COAMINGS	{	Height above Deck	30"		24"		A.	B.	C.	
		Thickness	{	Sides	↑	D.				
				Ends						
		Stiffeners	B.A. 7' x 3 x 3/8"							
Brackets, Stays										
HATCH BEAMS	{	Number	4				Same as N ^o 1 in Fore Well.			
		Spacing	4' 8"							
		Scantling and Sketch	 12" x 6" x 1/2" H Iron. angle 3" x 2 1/2" x 1/2" on diagonal webs.							
		Bearing Surface	3"							
FORE AND AFTERS	{	Number								
		Spacing								
		Unsupported Lengths								
		Scantling* and Sketch								
Bearing Surface										
HATCH COVERS	{	Material	W.P.				A.	B.	C.	
		Thickness	2 1/2"							
		How fitted	3' x 2'							
		Bearing Surface	2 1/2"							
Spacing of Cleats			24"							
Number of Tarpaulins			3							
*Are wood fore and afters steel shod at all bearing surfaces? none -										
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. Rope lashings.										

Particulars of fiddle, funnel and ventilator coamings:—

Stitchhold gratings covered by strong steel covers, ~~not~~ ^{permanently attached} hinged.
 Funnel and fiddle ventilators in efficient condition.
 Engine skylight of wood, strongly constructed.

Particulars of ~~the~~ Bunker Scuttles:—

2 Scuttles on Quarter D^k. 15" diam. 2'0" high x 3/8" plating.
 C. S. Cover fitted with bayonet joints. One Tarpaulin.

Particulars of Companionways:—

One Entrance to Bridge accommodation thro wood door into Chart House on Bridge D^k.
 Door 4'9" x 2'1". Sill 17". Frames 1 1/2". Panels 3/4". operated both sides.
 Opening in D^k for stairway 3'2" x 2'1".

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

2 Vents on Forecastle D^k. 6" dia. Coamings 16" x 1/4" led to Crew space.
 2 " in Fore Well. 10" " 36" x 1/4" " " Fore Hold.
 4 Munk Vents on Bridge 6" dia. 6" high led to Bridge accommodation.
 2 Vents on Quarter D^k. 10" dia. Coamings 36" x 1/4" led to after hold.
 all Vents constructed in accordance with the Rules + coamings closed with wood plug + canvas covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

1. C. 1. Air pipe on Forecastle D^k. 14" high x 2 1/2" diam. from Fore Peak.
 1. C. 1. " " Quarter D^k. 7'6" " x 2 1/2" " " after "

air Pipes are closed with Canvas covers.

Particulars of Gangway Cargo and Coaling Ports:—

None.



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Particulars of Scuppers and Sanitary Discharge Pipes:—

Deck Scuppers on Main + Quarter Decks 4" x 4" through stringer angle. see sketch.
 Discharge from W.C. forward 4" diam. out 3'3" below Jd. Dk.
 " " " in Casings 4" " " 3'0" " Quarter Dk. } Fitted with non return valves.

Particulars of Side Scuttles:—

Side Scuttles to Crew space in Forecastle 6" diam. provided with hinged Deadlights.
 " " in Bridge front 9" " " " " "
 " " after end of Bridge 9" " " " " "
 Side Scuttles of substantial construction.

Particulars of Guard Rails:—

Guard rails on Forecastle 3'1" high with 2 rods + stanchions spaced 5'0" apart.
 Steel bulwarks in Fore Well 3'9" high, efficiently constructed and supported.
 " " on Quarter Dk. 3'3" " " " " "
 " " Bridge 3'0" " " " " "

Particulars of Gangways, Lifelines, etc.:—

Hatchway top forms gangway, with portable gangway forward.
 Rope stretched from Bridge front to Forecastle end (eyeplates) bowed down to Hatch + a. stiffener.
 also Rope stretched from after end of Bridge to Casings end. on Q. Dk.

Particulars of Freeing Arrangements.

	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	86'3"	3'3"	3'0" x 1'4" 3'0" x 1'0" rounded ends.	2 30	16.34 8.24	17.24
Forward Well	32'2" 31'5"	3'9"	3'3" x 1'3" rounded ends.	3	10.45	9.74

State position of each freeing port After Well:— from Bridge after end. 2'10". 28'3". 60'3". 6" above Dk. edge.
 (F. and A. position and height above deck edge) Forward Well:— from Bridge front. 2'4". 12'6". 21'9". 11" " "
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Fitted with 2 rods (f+a)

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.

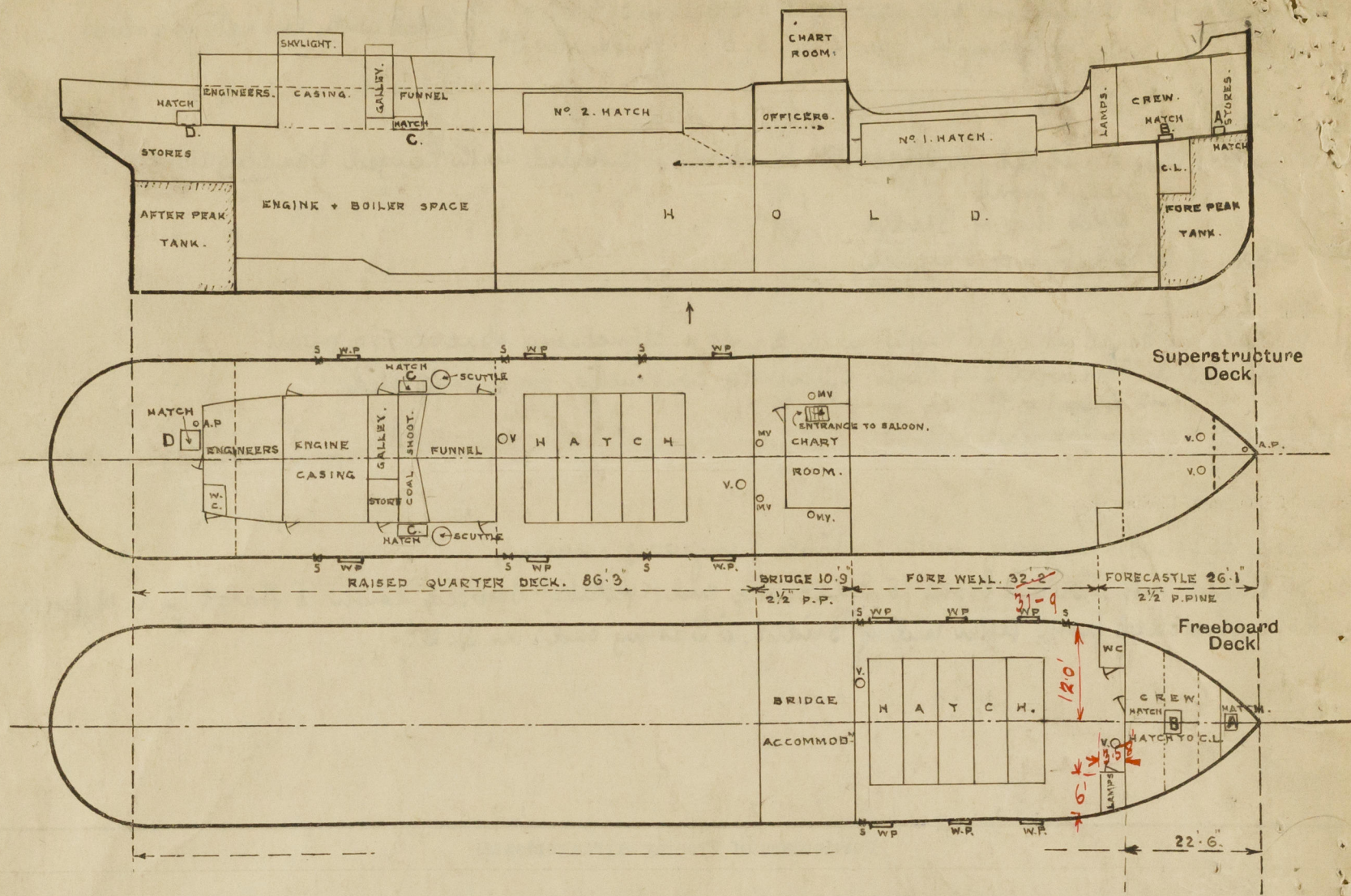
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead								
Raised Quarter Deck Bulkhead								
Bridge, After Bulkhead	✓	24"	3" x 3" + 26"	30"	not obtainable	2. 9" diam. lights	✓	7'3"
Bridge, Forward Bulkhead	34"	24"	5" x 3" + 42" B.A.	30"	Brackets top + bottom	6. 9" (open inside)	✓	7'3"
Forecastle Bulkhead	3/8"	24"	3 1/2" x 2 1/2" x 4"	30"	✓	1. 4'6" x 2'0"	20"	7'3"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Fore- ward or Raised Quarter Decks	30"	24"	2 1/2" x 2 1/2" x 24"	30"	Brackets at casing top	4. 4'6" x 2'0"	24"	7'3"
Exposed Machinery Casings on Super- structure Decks								
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances								
Deckhouses on Flush Deck Ships								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead	
Raised Quarter Deck Bulkhead	
Bridge, After Bulkhead	2. 9" diam. lights. open from inside. No openings
Bridge, Forward Bulkhead	6. 9" diam. lights. open from inside. No openings
Forecastle Bulkhead	1. Steel Door. manipulated from both sides.
Exposed Machinery Casings on Fore- ward or Raised Quarter Decks	2 Steel Doors in halves + 2 Steel Doors. manipulated from both sides.
Exposed Machinery Casings on Super- structure Decks	
Machinery Casings within Superstruc- tures not fitted with Class I Closing Appliances	
Deckhouses on Flush Deck Ships	

Monksmill

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



Locals 22.50
+ 6x3.58 = 1.79
88 1/2 x 12.5 = 10.62 1/2 24.29

State any special features in the construction of the ship:—

Vessel surveyed afloat for Freeboard only.
Timber Freeboard not required.

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Builder's name and yard number J. I. Thornycroft & Co. Ltd.

Names of sister ships

Owners John D. Monks Ltd.

Fee £ 5 : 2 : 0.

Received by me

OUT



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