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THE BRITISH CORPORATION REGISTER OF
SHIPPING AND AIRCRAFT
SURVEY FOR FREEBOARD

STEAMER, ~~TANKER~~, ~~SAILER~~: "MENESTHEUS" T.S.O. WITH ~~WITHOUT~~ TIMBER DECK CARGO
 Nationality *British* Builders' Name and No. of Ship *Caledon S+E Co., Ltd.*
 Port of Registry *Liverpool* *Dundee* No. *326*
 Official Number *161134* Owners *Ocean S.S. Co., Ltd.*
 Gross Tonnage *7771* Port and Date of Survey *Hongkong, August, 1932*
 Date of Build *1929* Name of Surveyor *J. H. G. Brayfield.*
 Particulars of Classification *Unclassed* Names of Sister Ships *Agamemnon & Decealion*

Type of Superstructures

Poop, Bridge, and Forecastle disconnected.

Give full particulars of the following:—

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

Height of Funnel casing 8.6 feet above Boat Deck Amidships.

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

No Bunkers in this vessel.

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)

*Companionway on Forecastle Head to Paint Locker.
 Clear Opening 3.25' high x 2.5' wide, Coaming 1.5' high above Wood Deck.
 Closed by Double Hinged Doors secured by two (2) Slip Bolts inside & outside,
 and outside by lock & 2 lugs each held by 5/8" Hexagonal nuts.*

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)

*Ventilator Coamings on Forecastle Head, height
 18.1 ft. above deck. Ventilator Coamings on Fore & After Well Decks, height
 10.2 ft. above Deck. Pitch of Rivets 4".*

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

*Tank Ventilator Pipes on Fore & After Well Decks, fitted with Cowls
 Heads, height 2.75 ft. above Deck Stringer Plate, Pitch of Rivets 3 3/4".
 Tank Ventilator Pipes on Bridge, height 2.0 ft. & 3.0 ft. respectively.
 Swan Necks on Fore & After Well Decks, height 3.0 ft. from Deck to Openings. Pitch
 of Rivets 4".*

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

*None below Freeboard Deck.**all-wood*

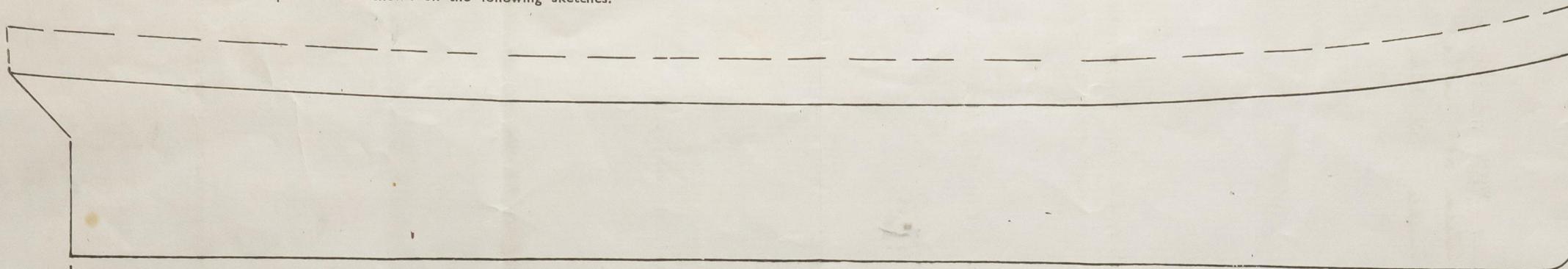
Side Scuttles to spaces below freeboard and superstructure decks (state type or pattern, and if permanent or portable deadlights are supplied)

*Brass framed Side Scuttles fitted with permanent hinged covers
 and portable cast iron plugs.*

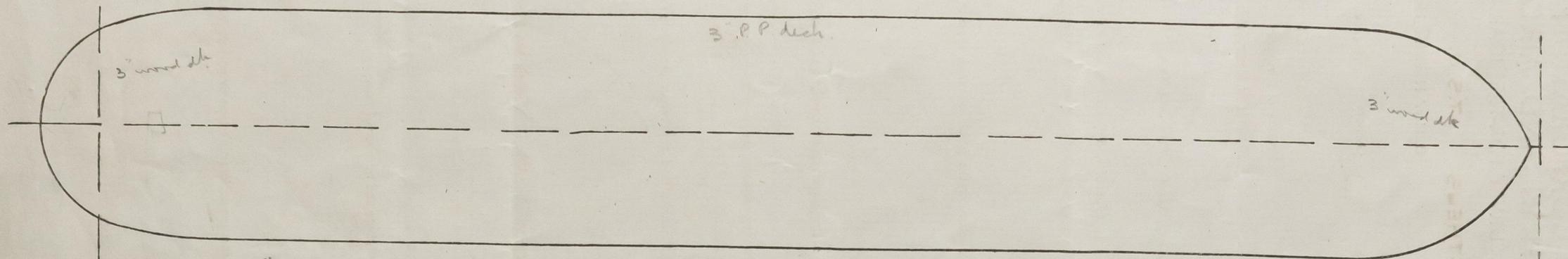
Guard Rails on freeboard and superstructure decks (state type and where fitted)

*On Forecastle Head Deck, four (4)
 Rails with Stanchions of Four (4) Ball type, height of Top Rail 3.85 ft. above
 Waterway. On Bridge Deck, Open Rails situated 66.5' to 127.0' from Fore End, four
 (4) Rails with Stanchions of Four (4) Ball type, height of Top Rail 3.85 ft.*

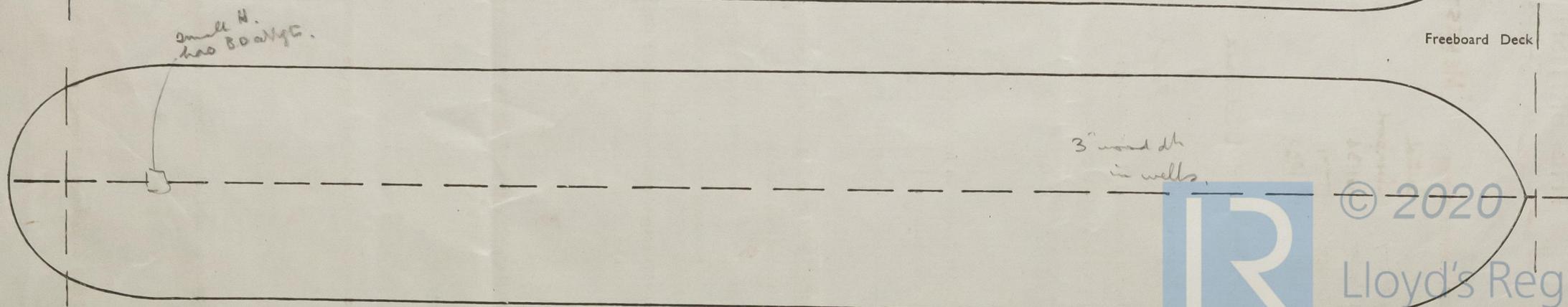
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatches, extent and thickness of deck sheathing, gangway, cargo, and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches.



Superstructure Deck



Freeboard Deck



Statement of special features in the construction of the ship

Special quality elastic limit steel has been principally used in the construction of this ship.



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COMPUTATION OF FREEBOARD.

Length on summer load line **452.0** Moulded Breadth **59'** Moulded Depth **35.3"** Depth of Keel
 Moulded displacement (ex bossing) at moulded draught of 85 per cent. of moulded depth **16,210** Tons
 Co-efficient of fineness for use with tables $\frac{\Delta \times 35}{L \times B \times D \times .85} =$ **(T/C .71)**
 Displacement and tons per inch immersion in salt water at summer load line **15270 + 51.3 @ present draft**
 Moulded depth Deduction for Fresh Water $\frac{\Delta}{40T} =$ inches
 Stringer Plate Round of Beam Correction
 Sheathing on exposed deck T $(\frac{L-S}{L})$ Ships Round of Beam **14.75** inches
 Rise of floor (in sailers) Standard Round of Beam $\frac{B \times 12}{50}$
 Depth for Freeboard (D) Difference
 Table Depth Restricted to
 Depth Correction Correction $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) -$
 If restricted by superstructures

	Enclosed Length	Length of Overhang	Height	Mean Covered Length (S)	Height Correction	Effective Length (E)
Poop	44.04		8.5			
Raised Quarter Deck						
Bridge	179.0 177.0	F 1.0 A 1.0	8.5			
Forecastle	51.04		8.5			
Trunk Aft			+ wood etc.			
Forward						
Tonnage Opening Aft						
Forward						
Totals						

Standard Height of Superstructure
 " " R.Q.D.
 Percentage covered S/L =
 " " E/L =
 " from Table line A, B, (corrected for absence of forecastle if required)
 Percentage from Table by interpolation for Bridge less than .2L if required =
 Deduction =
 Percentage from Table for Tankers (or Timber ships) =
 Deduction =

Station	Actual Sheer	Standard Sheer	Effective Sheer	S.M.	Product
A.P.	60	62 per Builders		1	
1/4 L from A.P.	27.75			4	
1/4 L from A.P.	6.75			2	
Amidships	0			4	
1/4 L from F.P.	13.25			2	
1/4 L	53.5			4	
F.P.	120	122.5 per Builders		1	
				18	

Mean Actual sheer aft =
 " Standard " "
 Mean Actual sheer forward =
 " Standard " "
 Length of enclosed superstructure forward of amidships =
 Length of Ship
 Length of enclosed superstructure aft of amidships =
 Length of Ship
 Sheer Correction = Difference $\times (75 - \frac{S}{2L}) =$
 If limited on account of midship superstructure =
 " to maximum allowance of 1 1/2 ins. per 100 ft. =

Effective Mean Sheer =
 Standard " " .05L + 5 =
 Difference =

TABULAR FREEBOARD corrected for flush deck if required =

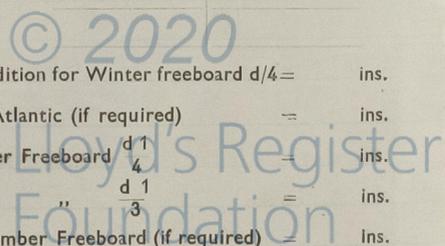
Correction for co-efficient =

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

Summer Freeboard in inches =
 Additional allowance for superstructures on Timber carrying ships =
 Summer Timber Freeboard in inches =

DRAUGHTS AND SEASONAL CORRECTIONS

	Sailer, Tanker, Steamer	Timber
Depth to Freeboard Deck in feet		
Summer Freeboard in feet		
Moulded Draught (d)		(d1.)
Addition for Keel		
Extreme draught		
Deduction for Tropical and addition for Winter freeboard $d/4 =$		ins.
Addition for Winter North Atlantic (if required)		ins.
Deduction for Tropical Timber Freeboard $\frac{d1}{4}$		ins.
Addition for Winter " $\frac{d1}{3}$		ins.
" " N.A. Timber Freeboard (if required)		ins.



SUMMER FREEBOARD recommended amidships from centre of disc to top of deck line, (..... wood steel)

TROPICAL FRESH WATER LINE above centre of disc Corresponding Freeboard

FRESH WATER LINE " " " " " "

TROPICAL LINE " " " " " "

WINTER LINE below " " " " " "

WINTER NORTH ATLANTIC LINE " " " " " "

SUMMER TIMBER FREEBOARD recommended amidships from centre of disc to top of deck line

TROPICAL FRESH WATER Timber line above centre of disc Corresponding Freeboard

FRESH WATER " " " " " "

TROPICAL " " " " " "

WINTER " " below " " " " " "

WINTER NORTH ATLANTIC " " " " " "

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	.38	.38	6x3x.4 BA	30"	Lugs	3 @ 5'4" x 2'4"	1'5"	-
R.Q.D. "								
Bridge Aft Bulkhead	.35	.35	5x3x.34 L	27" to 38"	none	2 @ 5'6" x 3'6"	1'3"	-
" Forward "	.4	.4	9x3/4x.46 BA	32" to 24"	BK to T; Lug at B.	2 @ 5'6" x 3'6"	1'3.5"	-
Forecastle Bulkhead	.34	.31	Steel division	24" to 37"	none	2 @ 5'6" x 3'6"	1'5"	-
Trunk, Aft						6 @ 5'3" x 2'3"	1'5"	-
" Forward						25 Lugs approx		-
Exposed Machinery Casings on Freeboard or R.Q. Decks								-
Exposed Machinery Casings on superstructure decks	.3	.3	4x3x.36	36"	carried over 1 P & S side angles	2 @ 5'5" x 3'1"	1'5"	8'0"
Machinery Casings within Superstructures not fitted with Cl. 1. closing appliances	do		do		do	none	-	8'6"
Deckhouses on flush deck ships								

PARTICULARS OF CLOSING APPLIANCES (state if capable of being manipulated from both sides)

Poop Bulkhead	Hinged steel doors + W.T. door.	} W.T. doors close outside only others both sides
R.Q.D.		
Bridge Aft Bulkhead	Hinged steel doors + W.T. doors.	} W.T. doors close outside only others both sides
" Forward "	Hinged steel W.T. doors.	
Forecastle Bulkhead	" " " "	} and 4 hinged steel doors HERETO.
Exposed Machinery Casings on Freeboard or R.Q. decks		
Exposed Machinery Casings on superstructure decks	Hinged wood doors, both sides	} ATTACHED SEPARATE SLIPERS
Machinery Casings within superstructures not fitted with Cl. 1. Closing Appliances	no openings	
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	86.96	4'6"	5 @ 3'2" x 1'6"	23.780'	17.38
Forward Well	92.96	"	"	"	18.99
State fore and aft position and height above deck to bottom of port, for each port	After Well from B. Blvd 17', 30', 43', 60', 77'		} Sills 14'		
	Forward Well " " 13', 31', 47', 60', 72'				

State whether freeing ports are fitted with shutters, bars or rails, and give particulars
 fitted with 4 vertical bars

Give particulars of freeing port area, etc., on superstructure decks
 179' Bulwark on Bridge deck
 4 @ 3'x1'3" = 16 sq' 9" sills with vertical rods over openings
 Positions from fore end of Bridge - 45', 54', 141'6", 152'

PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

Number and description of Hatchway from forward	Upper Deck 1 + 6	Upper Deck 2	Bridge Deck 3, 4, -	Upper Deck 5
Dimensions of Hatchway	21' x 18'	33' x 18'	24' x 18'	24' x 18'
COAMINGS	Height above steel deck	33	33	33
	Thickness sides ends	.46 .44	.5 .44	.46 .44
	Stiffeners	9x3"x4" B.A. on sides only	9x3"x4" B.A. on Post, Starboard + Forward Sides	As 1
	Brackets or Stays	none	none	none
HATCH BEAMS	Number	4	5	5
	Spacing	4'-2 1/2"	4'-1 1/2"	4'-0"
	Scantling and Sketch	W 16 x 36 LS 4 x 3 = .46	As 1.	As 1.
	Bearing Surface and thickness of carriers or sockets	3 1/2" x 3 1/2" x 5 Angles	As 1.	As N° 1 3 1/2" x
FORE AND AFTERS	Number			
	Spacing			
	Unsupported lengths			
	Scantling and Sketch		none	
Bearing Surface and thickness of carriers or sockets				
HATCH COVERS	Material	Pine	Pine	Pine
	Thickness	3"	As 1.	As N° 1
	How Fitted	4 + a	As 1.	As N° 1
	Bearing Surface	2"		
Spacing of Cleats	22°	23°		22°
Number of Tarpaulins	Four (4) for each Hatch	As 1.	As 1.	As 1.

Bearing Surface? same as sides ship

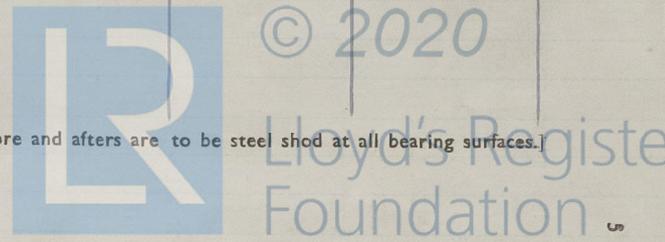
Are wood fore and afters steel shod at all bearing surfaces?

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.*

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



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COMPUTATION OF FREEBOARD

Gangways and Lifelines

Ring Bolts and Life Lines for Cows on After Well Deck only.

✓

Gangway, Cargo and Coaling Ports in sides of ship

No Doors whatever on ship's sides.

✓

SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructures and Machinery Casings comply with rules ?

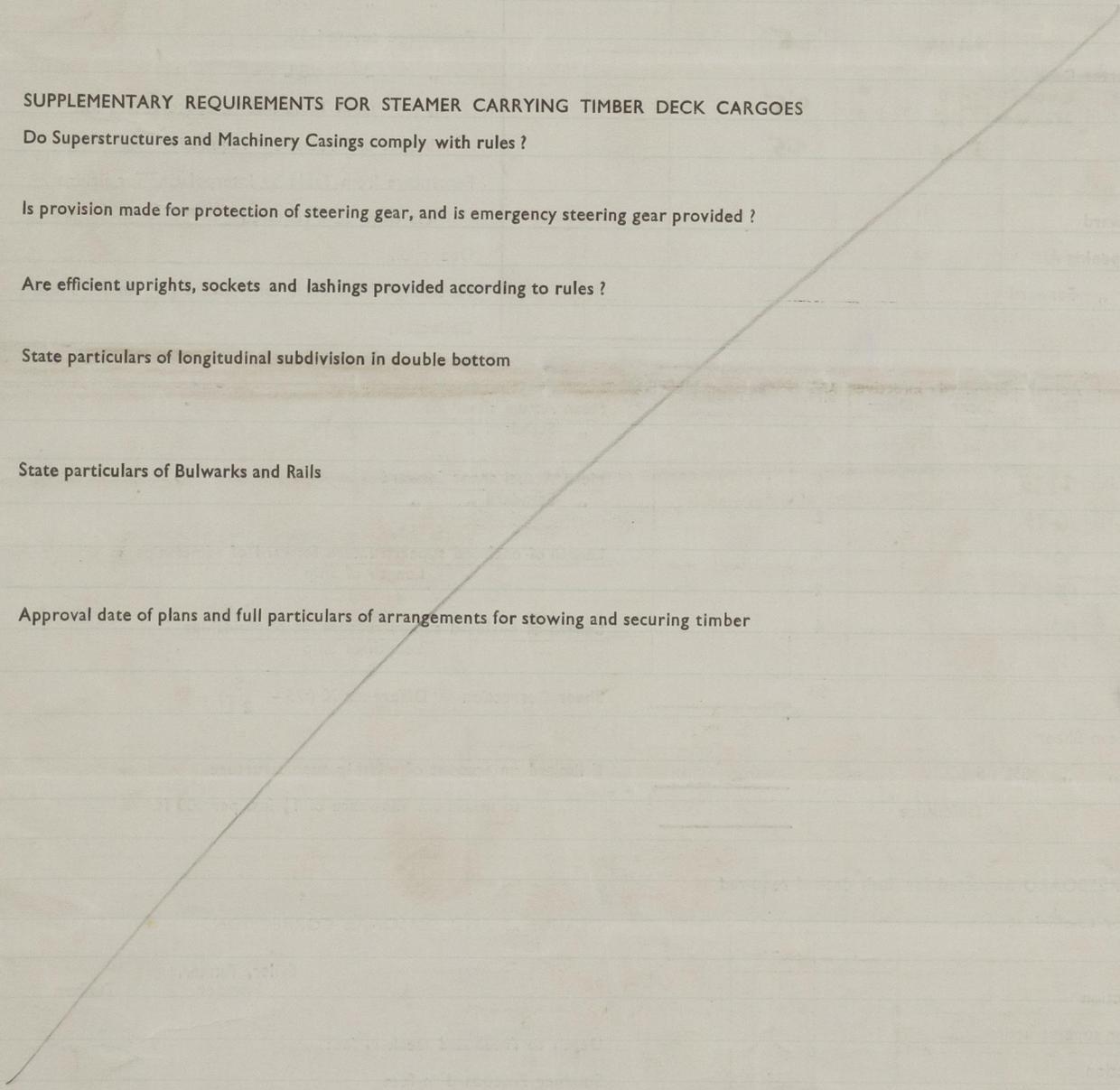
Is provision made for protection of steering gear, and is emergency steering gear provided ?

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

State particulars of longitudinal subdivision in double bottom

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



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