

THE BRITISH CORPORATION REGISTER OF SHIPPING AND AIRCRAFT

SURVEY FOR FREEBOARD CONDITIONS OF ASSIGNMENT

SHIP'S NAME *S.M. "MENESTHEUS"*OFFICIAL NUMBER *16134*Nationality and Port of Registry *BRITISH, LIVERPOOL*

PARTICULARS OF SUPERSTRUCTURES, TRUNKS, CASINGS, DECKHOUSES

	Coaming	Plating	Stiffeners	Spacing	End Attachments	No. and size of Openings	Height of Sills	Height of Casings
Poop Bulkhead	<i>38</i>	<i>38</i>	<i>6x3 1/2 B.A. 4 STEEL BUTS.</i>	<i>APPROX. 30"</i>	<i>LUCK</i>	<i>UNCLOSED OPENINGS PROTECTED.</i>		
R.Q.D. "						<i>FIRE TIGHT DOOR PROTECTED.</i>		
Bridge Aft Bulkhead						<i>2 STEEL DOORS PROTECTED.</i>		
" Forward "								
Forecastle Bulkhead	<i>34</i>	<i>31</i>	<i>STEEL TRUS</i>					
Trunk, Aft Sides } " Forward " }	<i>3/8"</i> <i>3/8"</i>	<i>3/8"</i> <i>3/8"</i>	<i>8x3 1/2 B.A.</i> <i>8x3 1/2 B.A.</i>	<i>36"</i> <i>36"</i>	<i>3/8" 18" KNUES TO BLANK</i> <i>3/8" 18" " " "</i>	<i>1 W.T. DOOR.</i> <i>2 " DOORS</i>	<i>18</i> <i>18</i>	
Exposed Machinery Casings on } Freeboard or R.Q. Decks }						<i>18 BUTS. TO DEK.</i> <i>3/8"</i>		
Exposed Machinery Casings on } superstructure decks }	<i>30</i>	<i>30</i>	<i>4x3x36</i>	<i>36"</i>	<i>CARRIED OVER BOUNDARY ANGLES.</i>	<i>1 P.S. STEEL 3'-5" x 3'-1"</i>	<i>15"</i>	<i>8'-0"</i>
Machinery Casings within Super-structures not fitted with Cl. 1 closing appliances }		<i>20.</i>			<i>20.</i>	<i>NONE</i>		<i>8'-6"</i>
Deckhouses on flush deck ships								

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

Poop Bulkhead	<i>Hinged steel door.</i>
R.Q.D. "	
Bridge Aft Bulkhead	<i>Hinged steel door.</i>
" Forward "	<i>Hinged steel door.</i>
Forecastle Bulkhead	<i>Hinged door (both sides) protected.</i>
Exposed Machinery Casings on } Freeboard or R.Q. decks }	
Exposed Machinery Casings on } superstructure decks }	<i>Hinged steel doors. both sides.</i>
Machinery Casings within super-structures not fitted with Cl. 1 Closing Appliances }	<i>No openings.</i>
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	<i>86.96.</i>	<i>4'-6"</i>	<i>5 @ 3'-2" x 1'-6"</i>	<i>23.78</i>	<i>17.93 9"</i>
Forward Well	<i>92.96.</i>	<i>4'-6"</i>	<i>" "</i>	<i>"</i>	<i>18.99 9"</i>

State fore and aft position and height above deck to bottom of port, for each port

After Well

From Br. Bld. 17', 30, 43, 60, 77.

Forward Well

*From Bld. 13', 31', 47', 60', 72'**Sills 14"*

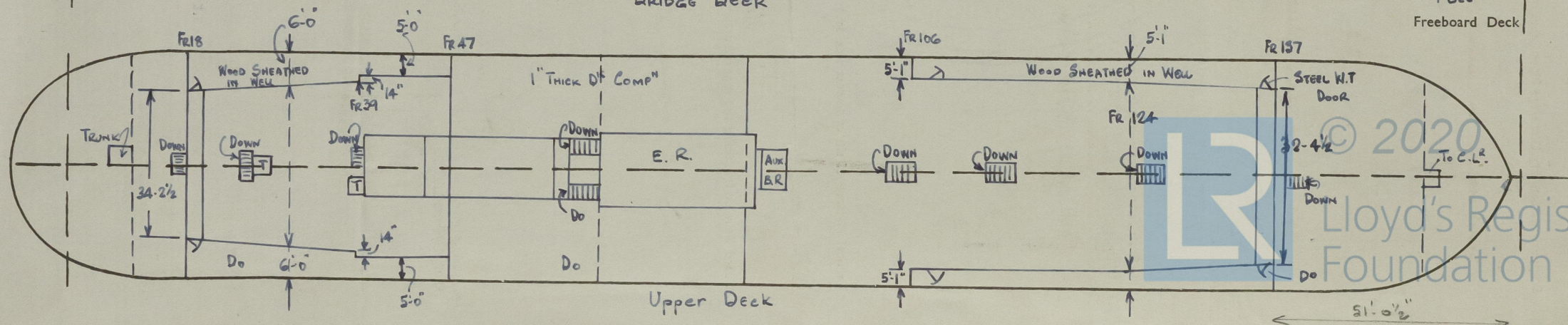
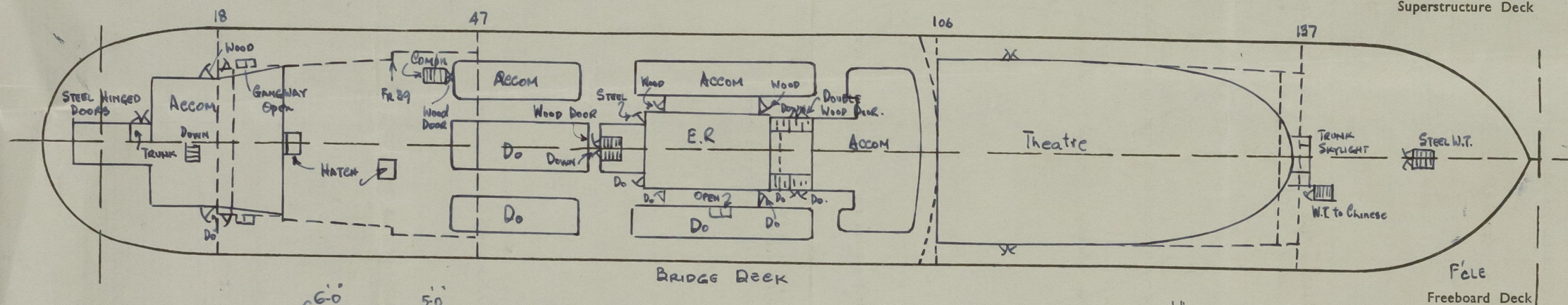
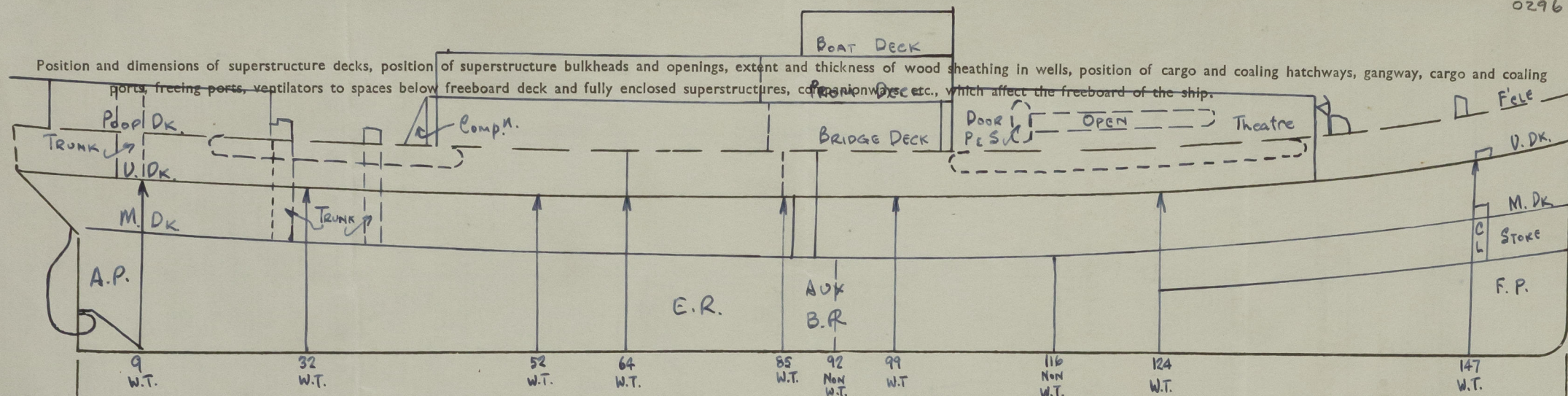
State whether freeing ports are fitted with shutters, bars or rails, and give particulars

Open with 4 vert. rods

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

*Open rails**& stanchions*

Position and dimensions of superstructure decks, position of superstructure bulkheads and openings, extent and thickness of wood sheathing in wells, position of cargo and coaling hatchways, gangway, cargo and coaling ports, freeing ports, ventilators to spaces below freeboard deck and fully enclosed superstructures, coamingways etc., which affect the freeboard of the ship.



PARTICULARS OF ALL HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS

		TRUNK HATCH	TRUNK HATCH									
Number and description of Hatchway from forward		3m. 36 1/2 To 39	3m. 28-30.									
Dimensions of Hatchway		4'-6" x 6'-0" ATH	4'-9" x 6'-0" ATH									
COAMINGS	Height { steel above { wood deck	26"	26"									
	Thickness { sides { ends	3/8" 3/8"	3/8" 3/8"									
	Stiffeners	6" x 3 1/2" B.A.	6" x 3 1/2" B.A.									
	Brackets or Stays	NONE	NONE									
HATCH BEAMS	Number											
	Spacing											
	Scantling and Sketch	"	"									
FORE AND AFTERS	Bearing Surface and thickness of carriers or sockets											
	Number											
	Spacing											
	Unsupported lengths											
	Scantling and Sketch	"	"									
HATCH COVERS	Bearing Surface and thickness of carriers or sockets											
	Material	FIR	FIR									
	Thickness	3"	3"									
	How Fitted	1-A.	1-A.									
	Bearing Surface	3"	3"									
Spacing of Cleats		22"	22"									
Number of Tarpaulins		3	3									
Are tarpaulins in good condition and in accordance with rule requirements?				Yes.	Are wood fore and afters steel shod at all bearing surfaces?				NONE			
Are lashings provided in accordance with rule requirements?				Yes	Are battens and wedges efficient and in good condition?				Yes.	0296 3/6		



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Give full particulars of the following:—

Fiddle, Funnel and Vent Coamings, Engine Room skylight and other openings in Machinery Casing tops and their means of closing (state height of coamings, type of fiddle covers, and if these are permanently attached in their proper positions)

E.R. Skylights. 2 off. Steel W.T. flaps. Portable section in flaps. Coaming angles welded to dk. & skylights bolted to coaming angle, on boat dk. (existing)

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)

On 3' cle. steel 15" cmg. double hinged steel doors, one side (existing)
" (to Chinese) steel " " W.T. hinged, both sides (new)
" Trunk port side aft. steel compn. wood 3" double door between Poop & Bridge (new)

Ventilators in exposed positions on freeboard, raised quarter and superstructure decks to spaces below freeboard decks and fully enclosed superstructures enclosed by Class 1 appliances (state height of steel coamings, pitch of rivets in deck connection, type of closing arrangements)

Existing. { On 3' cle. Vent cmgs. 36" high. Rivets spaced 4". Wood plugs & canvas covers.
- Bridge " " 30" " " " " " " "
- Poop " " 30" " " " " " " "
(new) In Wells. " " 36" " Welded to dk. " " " " "

" " " Vents. thro. trunk sides, square openings with hinged W.T. covers.
" Adty. pattern water excluding, not less than 36" 3' cle. & 30" elsewhere to bottoms of openings in cmgs. welded to dk. canvas covers, stayed as required where over height & one vent on 3' cle. of extra heavy pipe not stayed.

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

(Existing) 32" to opening. 3' cle.
" 36" " " In wells.
" 30" " " Bridge.
" 30" " " Poop.

Air pipes to oil etc. fine meshed gauze & distance plate with small holes protecting bell mouth. Canvas covers over air pipes in wells (existing).
2. 3" G.D.Vs. in steel wells & 1 Port. (No gauze or distance plate) 36" high to openings.
Wood plugs & canvas covers fitted (New).

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

Scupper:- In wells + bridge C.S.

San. discharges :- 5" single valves. C.S. to W.C.D.
4" " " " " "
2 1/2" " " " " W.B. etc

Note:- No san. discharges from spaces below greenboard dk.

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

Sidelights fitted with brass frames & hinged steel deadlights & mild steel portable plugs.

Vertical distance of sill of lowest side scuttle below top of freeboard deck at side amidships

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

On poop, bridge + 3'le. 3'-10" high 4 rods.

~~Gangways and Lifelines~~

Wire shipped & eyeplates arranged for hand lines at
main mast

Gangway, Cargo and Coaling Ports in sides of ship

None.

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SUPPLEMENTARY REQUIREMENTS FOR STEAMER CARRYING TIMBER DECK CARGOES

Do Superstructure and Machinery Casings comply with rules?

Is provision made for protection of steering gear?

Is emergency steering gear provided?

Are efficient sockets and eyes for lashings provided and properly spaced?

State particulars of longitudinal subdivision in double bottom

State particulars of Bulwarks and Rails

Particulars of any Special Features in the construction of the Ship

This vessel was altered from a mine layer to an Armoured Ship for the British Admiralty. Cargo hatches were completely removed on all decks where not already done so. Hatch beams being retained where possible, & deck plating welded on top. Girders above deck being further removed at this time except in way of scowings. & extra, solid round pillars arranged between existing hold built pillars. Openings inside erections on foreboard deck to public rooms below are open stairways. Upon removal of armor, holes in deck & shell for holding bolts were fitted by nuts & washers or welding.

Endorsement at first survey and at surveys for Renewal of Certificate:—

The fittings and appliances are in accordance with the particulars shown in the form and are in good condition



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