

30 APR 1932

Index. No. **25906**
(For London Office only.)

Rpt. G.11.

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Feb. No. 7549.

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having

SHELTER DECK WITH TONNAGE OPENING AFT.

Port of Survey

Manchester

Date of Survey

24th April 1932.

Name of Surveyor

A.R. Gibbs

Particulars of Classification

*+ 100 A1**SHELTER DECK WITH FREEBOARD*

Ship's Name

MANCHESTER EXPORTER
PRECILA

Nationality and Port of Official Number

BRITISH PANAMA
MANCHESTER
40584

Gross Tonnage

5244

Date of Build

*6.18*Moulded Dimensions: Length *419.5* Breadth *55.8* Depth *30.5*Moulded displacement at moulded draught = 85 per cent. of moulded depth *12100.42* tonsCoefficient of fineness for use with Tables *.715*

Depth for Freeboard (D)

Moulded depth ... 30.50

Stringer plate04

Sheathing on exposed deck

 $T \left(\frac{L-S}{L} \right) = \checkmark$ Depth for Freeboard (D) = *30.54*

Depth correction

(a) Where D is greater than Table depth
(D-Table depth) R = $(30.54 - 27.96) 3.00$
= *+ 7.74*(b) Where D is less than Table depth (if allowed)
(Table depth-D) R =

If restricted by superstructures

Round of Beam correction

Moulded Breadth (B) *54.66*Standard Round of Beam = $\frac{B \times 12}{50} = 13.12$ Ship's Round of Beam = *13.5*Difference *.38*

Restricted to

Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L} \right) = \frac{.38}{4} \times .0054 = \text{NIL}$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Poop enclosed ...	<i>31.5</i>	<i>31.50</i>	<i>8.5</i>		<i>31.50</i>
... overhang ...					
R.Q.D. enclosed ...					
... overhang ...					
Bridge enclosed ...					
... overhang aft ...					
... overhang forward ...	<i>383.5</i>	<i>383.50</i>	<i>8.5</i>		<i>383.50</i>
F'cle enclosed ...					
... overhang ...					
Trunk aft ...					
... forward ...					
Tonnage opening aft ...	<i>4.5</i>	<i>2.25</i>	<i>8.5</i>		<i>2.25</i>
... forward ...					
Total ...	<i>419.50</i>	<i>417.25</i>			<i>417.25</i>

Standard Height of Superstructure *7.5*" " R.Q.D. *✓*Deduction for complete superstructure *42.00*Percentage covered $\frac{S}{L} = 100\%$ " " $\frac{S_1}{L} = 99.46\%$ " " $\frac{E}{L} = 99.46\%$ Percentage from Table, Line A.
(corrected for absence of forecastle (if required)) *99.33*Percentage from Table, Line B.
(corrected for absence of forecastle (if required))

Interpolation for bridge less than .2L (if required)

Deduction = $42.00 \times .9932 = -41.72$

SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product
A.P. ...	<i>51.95</i>	1		<i>51.95</i>	<i>72</i>	<i>72.00</i>	1		<i>72.00</i>
$\frac{1}{4}$ L from A.P. ...	<i>23.12</i>	4		<i>92.48</i>	<i>26.4</i>	<i>32.04</i>	4		<i>128.16</i>
$\frac{2}{8}$ L " ...	<i>5.71</i>	2		<i>11.42</i>	<i>6</i>	<i>7.92</i>	2		<i>15.84</i>
Amidships ...	<i>✓</i>	4		<i>✓</i>	<i>0</i>	<i>✓</i>	4		<i>✓</i>
$\frac{3}{8}$ L from F.P. ...	<i>11.42</i>	2		<i>22.84</i>	<i>15</i>	<i>14.52</i>	2		<i>29.04</i>
$\frac{1}{4}$ L " ...	<i>46.24</i>	4		<i>184.96</i>	<i>57.4</i>	<i>58.74</i>	4		<i>234.96</i>
F.P. ...	<i>103.90</i>	1		<i>103.90</i>	<i>120</i>	<i>132.00</i>	1		<i>132.00</i>
Total ...	<i>467.55</i>			<i>467.55</i>					<i>612.00</i>

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) = \frac{144.45}{18} (.75 - .50) = -2.01$ 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 = *30.54*Summer freeboard = *13.64*Moulded draught (d) = *26.90*

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = *6.73 = 6.74*Addition for Winter North Atlantic Freeboard (if required) *✓*

Deduction for Fresh Water.

Displacement in salt water at summer load water line

 $\Delta = 12858$

Tons per inch immersion at summer load water line

 $T = 42.75$ Deduction = $\frac{\Delta}{40T}$ inches $= 7.52 = 7\frac{1}{2}$

TABULAR FREEBOARD corrected for Fresh Deck (if required)

Correction for coefficient $\frac{715+.65}{1.36}$ Depth Correction ... *7.74*Deduction for superstructures ... *41.72*Sheer correction ... *2.01*

Round of Beam correction ...

Correction for Thickness of Deck amidships ...

Other corrections, scantlings, etc. ...

*77.64**79.64**77.64**79.64**77.64**79.64**77.64**79.64**77.64**79.64**77.64**79.64**77.64**79.64*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...

Fresh Water Line " " ...

Tropical Line " " ...

Winter Line below " " ...

Winter North Atlantic Line " " ...

Tropical Fresh Water Freeboard ...

Fresh Water " " ...

Tropical " " ...

Winter " " ...

Winter North Atlantic " " ...

4-MAY 1932

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Lloyd's Register
FOUR JUN 1932

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS											
Superstructure Deck						Freeboard Deck					
Description of Hatchway		No 1	No 2	No 3	No 4	No 5	No 1	No 2	No 3	No 4	No 5
Dimensions of Hatchway		23'-5" x 18'-0"	26'-2" x 18'-0"	9'-11" x 18'-0"	15'-4" x 18'-0"	26'-3" x 18'-0"	23'-5" x 18'-0"	26'-2" x 18'-0"	9'-11" x 18'-0"	15'-4" x 18'-0"	26'-3" x 18'-0"
COAMINGS	Height above Deck	30"	30"	AS	AS	AS	10 x 3 1/2 x 5 1/2	10 x 3 1/2 x 5 1/2	10 x 3 1/2 x 5 1/2	10 x 3 1/2 x 5 1/2	10 x 3 1/2 x 5 1/2
	Thickness	40"	40"	AS	AS	AS	✓	✓	✓	✓	✓
	Sides	40"	40"	No 1	No 1	No 1	✓	✓	✓	✓	✓
	Ends	40"	40"	No 1	No 1	No 1	✓	✓	✓	✓	✓
	Stiffeners	4 1/2 x 3 L	7 1/2 x 3 L	1-3/4 Stay	1-5 Stay	2 Stays	✓	✓	✓	✓	✓
	Brackets, Stays	2-3/4 Anchor Stays	2-3/4 Anchor Stays	1-3/4 Stay	1-5 Stay	2 Stays	✓	✓	✓	✓	✓
HATCH BEAMS	Number	4	4	1	2	4	4	4	1	2	4
	Spacing	4'-8"	5'-3"	4'-11 1/2"	5'-1 1/2"	5'-3"	4'-8"	5'-3"	4'-11 1/2"	5'-1 1/2"	5'-3"
	Scantling and Sketch	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"	16" x 4"
	Bearing Surface	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
FORE AND AFTERS	Number	No FORE AND AFTERS FITTER!									
	Spacing	No FORE AND AFTERS FITTER!									
	Unsupported Lengths	No FORE AND AFTERS FITTER!									
	Scantling and Sketch	No FORE AND AFTERS FITTER!									
	Bearing Surface	No FORE AND AFTERS FITTER!									
HATCH COVERS	Material	W.P.	SAME AS NO 1 HATCH				W.P.	SAME AS NO 1 HATCH			
	Thickness	2 3/4"	SAME AS NO 1 HATCH				2 3/4"	SAME AS NO 1 HATCH			
	How fitted	F.E.A.	SAME AS NO 1 HATCH				F.E.A.	SAME AS NO 1 HATCH			
	Bearing Surface	3"	SAME AS NO 1 HATCH				3"	SAME AS NO 1 HATCH			
Spacing of Cleats		24"	SAME AS NO 1 HATCH				24"	SAME AS NO 1 HATCH			
Number of Tarpaulins		3	SAME AS NO 1 HATCH				3	SAME AS NO 1 HATCH			

*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. - EXCEPT WHERE,*
Are lashings provided in accordance with rule requirements? *LOOKING FOR BAR FITTED TO ALL HATCHWAYS*
STARTED
ON SUPERSTRUCTURE DECK.

Particulars of fiddley, funnel and ventilator coamings :—

Stokehole Gratings covered by Strong Steel Ringed Covers.

4 Pennd and Fidey Vets. in Efficient condition.

E. R. Sky light of Steel Strongly constructed ✓

Particulars of Flush Bunker Scuttles:—

NONE.

Particulars of Companionways :—

NONE.

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

1	Ventilator to Ice Peak Store	8' x 29'	coming x 30.	} Filler W.P.
2	" " " " " "	Holst & Twp Des	19' x 36' " x 40.	
15	" " " " " "	" " " "	19' x 36' " x 40.	
4	" " " " " "	" " " "	24' x 36' " x 40.	
4	" " " " " "	" " " "	18' x 36' " x 40.	
8	" " " " " "	Cross Quarters	6' x 34' " x 3.	} SUPERSTRUCTURE TECH.

All ventilators are strongly constructed and are closed by wood plugs and canvas covers.

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

2-4 Air Pipes to Deep Yank. 4-9' high } closed by wood plugs and canvas covered
2-4 " " " 4-2' " "
2-4 " " " 6-0' " "

All air pipes to Peaks and Double Bottom Tanks are "TIROS" Patent fitted with double action non return valves in mouths. Air pipes 2'-6" to 3'-0" high.

Particulars of Gangway Cargo and Coaling Ports:—

8 Hinges W.T. Cargo Doors in Three Decks (4 P. = 45) Doors 6'-6" x 4'-3" 3 Strong Hinges
6 Hinges W.T. Cattle Doors in Three Decks (3 P. = 35) 2'-6" x 2'-6" opening 2 Strong Hinges
2 Strongbacks. 6' x 6' L. Frame.

2 Coasting Port Doors in Twelve Weeks (I.P. C15) 2'-6" x 3'-6" opening W.T. Steel Hinged Doors

Particulars of Scuppers and Sanitary Discharge Pipes *and Tonnage Vell*

Scupperns drawing fresh air Deck, discharge overboard about 6' above deck and closed by steel covers with dogs.

All W.C. and Sanitary Discharges are above Mainboard Deck.

Particulars of Side Scuttles: *Side Scuttles to
two quarters aft on foreboard deck and of strong construction and fitted with
permanent hinged deadlights.*

Particulars of Guard Rails :—

Steel Pulverizers 3'-10" high fitted on Superstructure Deck, supported by 8"x $\frac{1}{2}$ " B.P. Stays spaced 4'-10" apart in conjunction with 3" dia Guard Rails 3'-10" high with Stanchions 4'-4" apart.

For position of above please see sketch on back of Report

Particulars of Gangways, Lifelines, etc. :—

NONE

See Ch. cont.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
<i>Tonnage</i>						
After Well	<i>4' 5"</i>	<i>8' 5"</i>	<i>23 x 13 1/2</i>	<i>1</i>	<i>2' 1 1/2</i>	<i>1</i>
Forward Well						
<p>State position of each freeing port } After Well:— (F. and A. position and height above deck edge) } Forward Well:— State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:—</p> <p>Additional area where sheer is less than standard.</p>						

2 Hinged Steel Doors in Tonnage well - 2 Strong Steel Hinged doors from inside by clamps.

Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Tonnage O. for ³ BULK ³								
Pop. Bulkhead	✓	26	BULK ³ PLATING, FLANGED 36	36"	NONE	8'-8" x 3'-0"	No SILL.	8'-6"
T.O. AFTER BULK ³								
Raised Quarter Deck Bulkhead ...	✓	26	5" x 3" x 30.	30"	NONE	NONE	✓	8'-6"
Bridge, After Bulkhead								
Bridge, Forward Bulkhead								
Forecastle Bulkhead	✓	26	BULK ³ PLATING FLANGED 63 x 3 Ls.	32"	NONE	5'-3" x 5'-4" 7'-3" x 3'-0"	16" No SILL.	7'-6"
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	35"	30	3 x 3 x 3 L.	30"	BRACKETS TOP.	2'-0" x 1'-6"	26"	8'-6"
Exposed Machinery Casings on Super-structure Decks	35"	35	3 x 3 x 3 L. 5 x 3 x 35 L.	30" B.R. 46" L.R.	BRACKETS TOP. TOP.	5'-0" x 2'-0"	19"	4'-6"
Machinery Casings within Superstructures 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).

T.O. Ford Bulkhead	...	...	...	2 3/4" Shifting Boards full height in weath channels
T.O. Aft	...	...	...	no openings
Raised Quarter Deck Bulkhead	...	...	...

Bridge, After Bulkhead ...	...
Bridge, Forward Bulkhead ...	...

Forecastle Bulkhead
Exposed Machinery Casings on Free-
board or Raised Quarter Decks

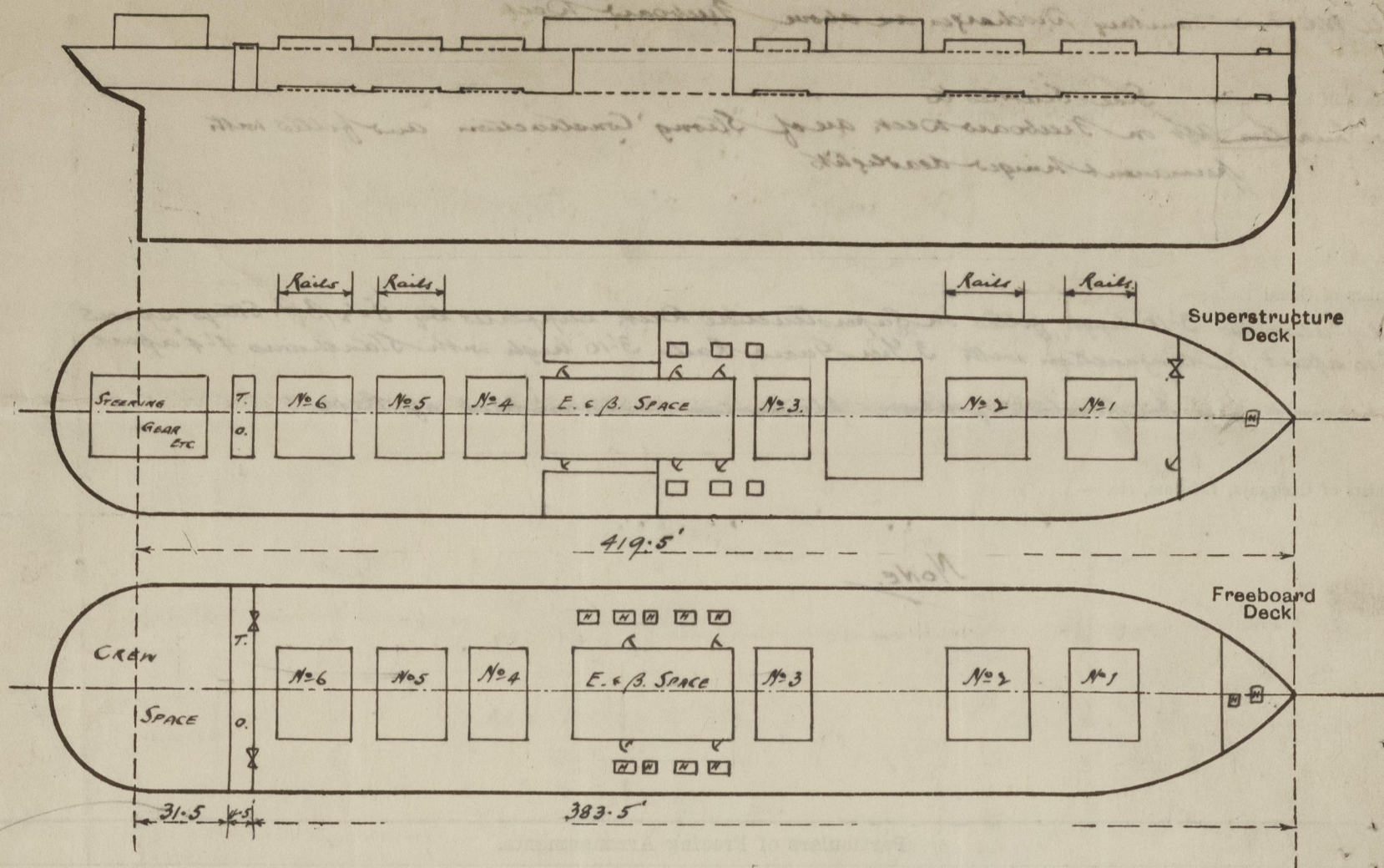
Exposed Machinery Casings on Superstructure Decks
Machinery Casings within Superstructure

Kinged Steel Decks operate from both sides.

tures not fitted with Class I Closing
Appliances

Deckhouses on Flush Deck Ships ...

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing, freeboard deck, 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:—



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

SURVEY HELD WHILE AFLOAT.

Summed Moulded = 26.92
Keel = 27.15

$$\Delta = 12858$$

OMIT

Builder's name and yard number SIR J. LAING & SONS LTD. SUNDERLAND.

Names of sister ships

Owners MANCHESTER LINERS LTD.

Fee £ 13 : 12 : 0

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