

27 JAN 1936

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# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

56562

Computation of Freeboard for Steamer, Sailing Ship, Tanker

having a Fock.

(Type of Superstructures.)

Ship's Name <b>"MANXSONA"</b>	Nationality and Port of Registry <b>British Ramsey. I.M.</b>	Official Number <b>144861</b>	Gross Tonnage <b>184</b>	Date of Build <b>1922</b>
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Moulded Dimensions: Length Breadth Depth

Moulded displacement at moulded draught = 85 per cent. of moulded depth tons

Coefficient of fineness for use with Tables

Port of Survey Glasgow

Date of Survey 24<sup>th</sup> January 1936

Name of Surveyor R. W. Munro

Particulars of Classification 100A1  
S.S. 12V N° 3-10-34  
Large Battens not fitted

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

### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ... ..						Standard Height of Superstructure
" overhang ... ..						" " R.Q.D.
R.Q.D. enclosed ... ..						Deduction for complete superstructure
" overhang ... ..						Percentage covered $\frac{S}{L} =$
Bridge enclosed ... ..						" " $\frac{S_1}{L} =$
" overhang aft ... ..						" " $\frac{E}{L} =$
" overhang forward ... ..						Percentage from Table, Line A.
F'cle enclosed ... ..						(corrected for absence of forecastle (if required))
" overhang ... ..						Percentage from Table, Line B.
Trunk aft ... ..						(corrected for absence of forecastle (if required))
" forward ... ..						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ... ..						Deduction =
" " forward ... ..						
Total ... ..						

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ... ..		1					1			Mean actual sheer aft =
$\frac{1}{8}$ L from A.P. ... ..		4					4			Mean actual sheer forward =
$\frac{2}{8}$ L " ... ..		2					2			Mean standard sheer forward =
Amidships ... ..		4					4			Length of enclosed superstructure forward of amidships =
$\frac{2}{8}$ L from F.P. ... ..		2					2			" " aft of " =
$\frac{1}{8}$ L " ... ..		4					4			
F.P. ... ..		1					1			
Total ... ..										

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( 75 - \frac{S}{2L} \right) =$

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 = Ft.  
Summer freeboard =  
Moulded draught (d) =

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

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta =$   
Tons per inch immersion at summer load water line  
 $T =$   
Deduction =  $\frac{\Delta}{40T}$  inches =

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

Depth Correction ... ..  
Deduction for superstructures ... ..  
Sheer correction ... ..  
Round of Beam correction ... ..  
Correction for Thickness of Deck amidships ... ..  
Other corrections, scantlings, etc. ... ..

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

Summer Freeboard =

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 " " ... ..

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## PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway	...	...	...	...	...	...	...	...	...
Dimensions of Hatchway	...	...	...	...	...	...	...	...	...
COAMINGS	Height above Deck	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	Sides	...	...	...	...	...	...	...	...
	Ends	...	...	...	...	...	...	...	...
HATCH BEAMS	Stiffeners	...	...	...	...	...	...	...	...
	Brackets, Stays	...	...	...	...	...	...	...	...
	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
FORE AND AFTERS	Scantling and Sketch	...	...	...	...	...	...	...	...
	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Unsupported Lengths	...	...	...	...	...	...	...	...
HATCH COVERS	Scantling* and Sketch	...	...	...	...	...	...	...	...
	Number	...	...	...	...	...	...	...	...
	Spacing	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
HATCH COVERS	Material	...	...	...	...	...	...	...	...
	Thickness	...	...	...	...	...	...	...	...
	How fitted	...	...	...	...	...	...	...	...
	Bearing Surface	...	...	...	...	...	...	...	...
Spacing of Cleats	...	...	...	...	...	...	...	...	...
Number of Tarpaulins	...	...	...	...	...	...	...	...	...

\*Are wood fore and afters steel shod at all bearing surfaces?  
 Are battens and wedges efficient and in good condition?  
 Are tarpaulins in good condition and in accordance with rule requirements?  
 Are lashings provided in accordance with rule requirements?

Particulars of fiddle, funnel and ventilator coamings:—

Particulars of Flush Bunker Scuttles:—

Particulars of Companionways:—

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

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

Particulars of Gangway Cargo and Coaling Ports:—

Particulars of Scuppers and Sanitary Discharge Pipes:—

Particulars of Side Scuttles:—

Particulars of Guard Rails:—

Particulars of Gangways, Lifelines, etc.:—

## 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 BULWARK	78' 81	3' - 3"	21" x 17"	6	14' 38 f	14' 0 f
Forward Well						
State position of each freeing port (F. and A. position and height above deck edge) { After Well:— From Fore, 16' 6" ; 18' 0" ; 29' 6" ; 36' 0" ; 44' 6" ; 55' 0" ; 67' 0" ; 78' 0" ; 89' 0" ; 100' 0" ; 111' 0" ; 122' 0" ; 133' 0" ; 144' 0" ; 155' 0" ; 166' 0" ; 177' 0" ; 188' 0" ; 199' 0" ; 210' 0" ; 221' 0" ; 232' 0" ; 243' 0" ; 254' 0" ; 265' 0" ; 276' 0" ; 287' 0" ; 298' 0" ; 309' 0" ; 320' 0" ; 331' 0" ; 342' 0" ; 353' 0" ; 364' 0" ; 375' 0" ; 386' 0" ; 397' 0" ; 408' 0" ; 419' 0" ; 430' 0" ; 441' 0" ; 452' 0" ; 463' 0" ; 474' 0" ; 485' 0" ; 496' 0" ; 507' 0" ; 518' 0" ; 529' 0" ; 540' 0" ; 551' 0" ; 562' 0" ; 573' 0" ; 584' 0" ; 595' 0" ; 606' 0" ; 617' 0" ; 628' 0" ; 639' 0" ; 650' 0" ; 661' 0" ; 672' 0" ; 683' 0" ; 694' 0" ; 705' 0" ; 716' 0" ; 727' 0" ; 738' 0" ; 749' 0" ; 760' 0" ; 771' 0" ; 782' 0" ; 793' 0" ; 804' 0" ; 815' 0" ; 826' 0" ; 837' 0" ; 848' 0" ; 859' 0" ; 870' 0" ; 881' 0" ; 892' 0" ; 903' 0" ; 914' 0" ; 925' 0" ; 936' 0" ; 947' 0" ; 958' 0" ; 969' 0" ; 980' 0" ; 991' 0" ; 1002' 0" ; 1013' 0" ; 1024' 0" ; 1035' 0" ; 1046' 0" ; 1057' 0" ; 1068' 0" ; 1079' 0" ; 1090' 0" ; 1101' 0" ; 1112' 0" ; 1123' 0" ; 1134' 0" ; 1145' 0" ; 1156' 0" ; 1167' 0" ; 1178' 0" ; 1189' 0" ; 1200' 0" ; 1211' 0" ; 1222' 0" ; 1233' 0" ; 1244' 0" ; 1255' 0" ; 1266' 0" ; 1277' 0" ; 1288' 0" ; 1299' 0" ; 1310' 0" ; 1321' 0" ; 1332' 0" ; 1343' 0" ; 1354' 0" ; 1365' 0" ; 1376' 0" ; 1387' 0" ; 1398' 0" ; 1409' 0" ; 1420' 0" ; 1431' 0" ; 1442' 0" ; 1453' 0" ; 1464' 0" ; 1475' 0" ; 1486' 0" ; 1497' 0" ; 1508' 0" ; 1519' 0" ; 1530' 0" ; 1541' 0" ; 1552' 0" ; 1563' 0" ; 1574' 0" ; 1585' 0" ; 1596' 0" ; 1607' 0" ; 1618' 0" ; 1629' 0" ; 1640' 0" ; 1651' 0" ; 1662' 0" ; 1673' 0" ; 1684' 0" ; 1695' 0" ; 1706' 0" ; 1717' 0" ; 1728' 0" ; 1739' 0" ; 1750' 0" ; 1761' 0" ; 1772' 0" ; 1783' 0" ; 1794' 0" ; 1805' 0" ; 1816' 0" ; 1827' 0" ; 1838' 0" ; 1849' 0" ; 1860' 0" ; 1871' 0" ; 1882' 0" ; 1893' 0" ; 1904' 0" ; 1915' 0" ; 1926' 0" ; 1937' 0" ; 1948' 0" ; 1959' 0" ; 1970' 0" ; 1981' 0" ; 1992' 0" ; 2003' 0" ; 2014' 0" ; 2025' 0" ; 2036' 0" ; 2047' 0" ; 2058' 0" ; 2069' 0" ; 2080' 0" ; 2091' 0" ; 2102' 0" ; 2113' 0" ; 2124' 0" ; 2135' 0" ; 2146' 0" ; 2157' 0" ; 2168' 0" ; 2179' 0" ; 2190' 0" ; 2201' 0" ; 2212' 0" ; 2223' 0" ; 2234' 0" ; 2245' 0" ; 2256' 0" ; 2267' 0" ; 2278' 0" ; 2289' 0" ; 2300' 0" ; 2311' 0" ; 2322' 0" ; 2333' 0" ; 2344' 0" ; 2355' 0" ; 2366' 0" ; 2377' 0" ; 2388' 0" ; 2399' 0" ; 2410' 0" ; 2421' 0" ; 2432' 0" ; 2443' 0" ; 2454' 0" ; 2465' 0" ; 2476' 0" ; 2487' 0" ; 2498' 0" ; 2509' 0" ; 2520' 0" ; 2531' 0" ; 2542' 0" ; 2553' 0" ; 2564' 0" ; 2575' 0" ; 2586' 0" ; 2597' 0" ; 2608' 0" ; 2619' 0" ; 2630' 0" ; 2641' 0" ; 2652' 0" ; 2663' 0" ; 2674' 0" ; 2685' 0" ; 2696' 0" ; 2707' 0" ; 2718' 0" ; 2729' 0" ; 2740' 0" ; 2751' 0" ; 2762' 0" ; 2773' 0" ; 2784' 0" ; 2795' 0" ; 2806' 0" ; 2817' 0" ; 2828' 0" ; 2839' 0" ; 2850' 0" ; 2861' 0" ; 2872' 0" ; 2883' 0" ; 2894' 0" ; 2905' 0" ; 2916' 0" ; 2927' 0" ; 2938' 0" ; 2949' 0" ; 2960' 0" ; 2971' 0" ; 2982' 0" ; 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7998' 0" ; 8009' 0" ; 8020' 0" ; 8031' 0" ; 8042' 0" ; 8053' 0" ; 8064' 0" ; 8075' 0" ; 8086' 0" ; 8097' 0" ; 8108' 0" ; 8119' 0" ; 8130' 0" ; 8141' 0" ; 8152' 0" ; 8163' 0" ; 8174' 0" ; 8185' 0" ; 8196' 0" ; 8207' 0" ; 8218' 0" ; 8229' 0" ; 8240' 0" ; 8251' 0" ; 8262' 0" ; 8273' 0" ; 8284' 0" ; 8295' 0" ; 8306' 0" ; 8317' 0" ; 8328' 0" ; 8339' 0" ; 8350' 0" ; 8361' 0" ; 8372' 0" ; 8383' 0" ; 8394' 0" ; 8405' 0" ; 8416' 0" ; 8427' 0" ; 8438' 0" ; 8449' 0" ; 8460' 0" ; 8471' 0" ; 8482' 0" ; 8493' 0" ; 8504' 0" ; 8515' 0" ; 8526' 0" ; 8537' 0" ; 8548' 0" ; 8559' 0" ; 8570' 0" ; 8581' 0" ; 8592' 0" ; 8603' 0" ; 8614' 0" ; 8625' 0" ; 8636' 0" ; 8647' 0" ; 8658' 0" ; 8669' 0" ; 8680' 0" ; 8691' 0" ; 8702' 0" ; 8713' 0" ; 8724' 0" ; 8735' 0" ; 8746' 0" ; 8757' 0" ; 8768' 0" ; 8779' 0" ; 8790' 0" ; 8801' 0" ; 8812' 0" ; 8823' 0" ; 8834' 0" ; 8845' 0" ; 8856' 0" ; 8867' 0" ; 8878' 0" ; 8889' 0" ; 8900' 0" ; 8911' 0" ; 8922' 0" ; 8933' 0" ; 8944' 0" ; 8955' 0" ; 8966' 0" ; 8977' 0" ; 8988' 0" ; 8999' 0" ; 9010' 0" ; 9021' 0" ; 9032' 0" ; 9043' 0" ; 9054' 0" ; 9065' 0" ; 9076' 0" ; 9087' 0" ; 9098' 0" ; 9109' 0" ; 9120' 0" ; 9131' 0" ; 9142' 0" ; 9153' 0" ; 9164' 0" ; 9175' 0" ; 9186' 0" ; 9197' 0" ; 9208' 0" ; 9219' 0" ; 9230' 0" ; 9241' 0" ; 9252' 0" ; 9263' 0" ; 9274' 0" ; 9285' 0" ; 9296' 0" ; 9307' 0" ; 9318' 0" ; 9329' 0" ; 9340' 0" ; 9351' 0" ; 9362' 0" ; 9373' 0" ; 9384' 0" ; 9395' 0" ; 9406' 0" ; 9417' 0" ; 9428' 0" ; 9439' 0" ; 9450' 0" ; 9461' 0" ; 9472' 0" ; 9483' 0" ; 9494' 0" ; 9505' 0" ; 9516' 0" ; 9527' 0" ; 9538' 0" ; 9549' 0" ; 9560' 0" ; 9571' 0" ; 9582' 0" ; 9593' 0" ; 9604' 0" ; 9615' 0" ; 9626' 0" ; 9637' 0" ; 9648' 0" ; 9659' 0" ; 9670' 0" ; 9681' 0" ; 9692' 0" ; 9703' 0" ; 9714' 0" ; 9725' 0" ; 9736' 0" ; 9747' 0" ; 9758' 0" ; 9769' 0" ; 9780' 0" ; 9791' 0" ; 9802' 0" ; 9813' 0" ; 9824' 0" ; 9835' 0" ; 9846' 0" ; 9857' 0" ; 9868' 0" ; 9879' 0" ; 9890' 0" ; 9901' 0" ; 9912' 0" ; 9923' 0" ; 9934' 0" ; 9945' 0" ; 9956' 0" ; 9967' 0" ; 9978' 0" ; 9989' 0" ; 10000' 0" ;						

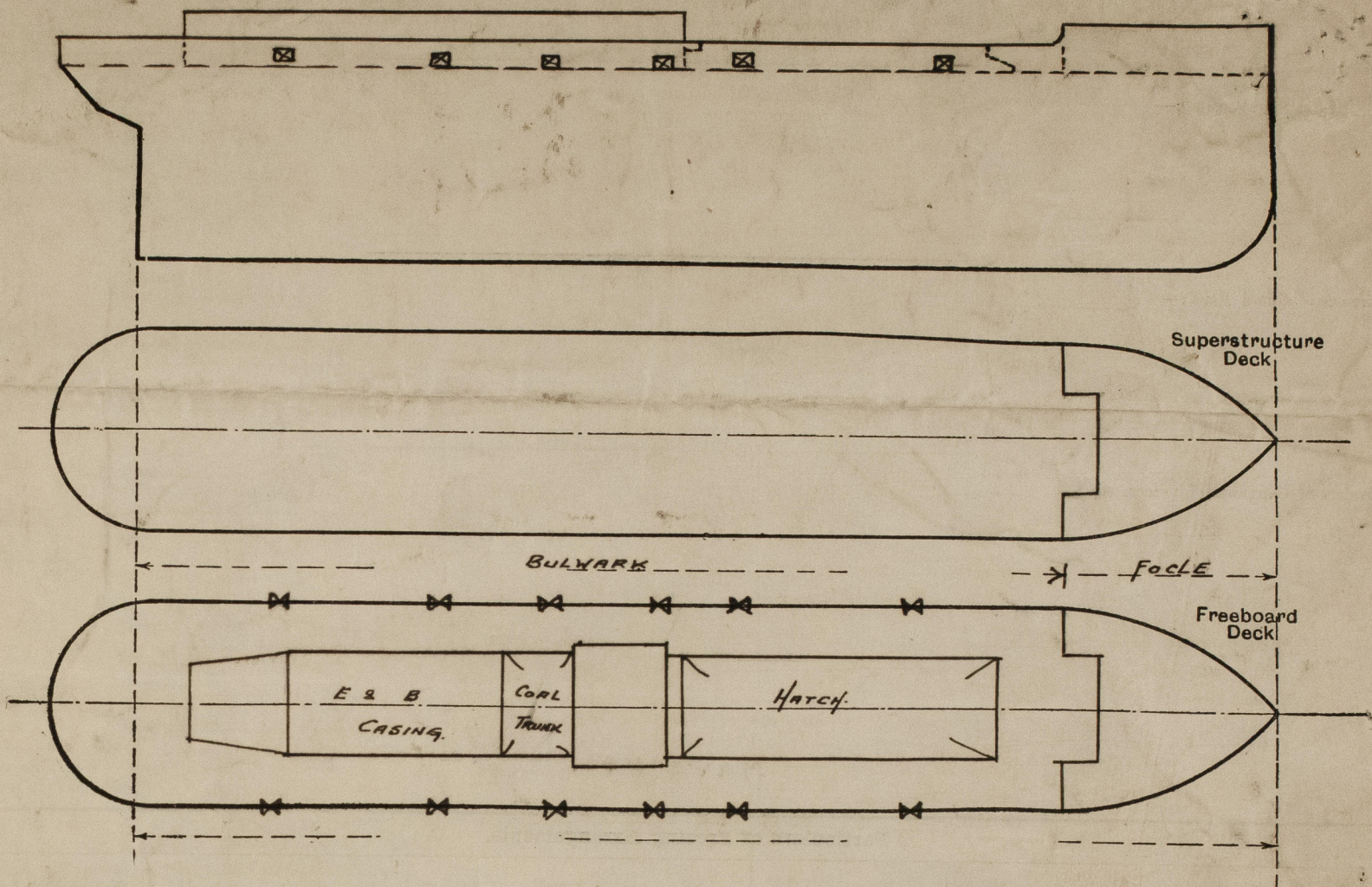
## Particulars of Superstructures, Trunks, Casings, Deckhouses.

	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								
Bridge, Forward Bulkhead								
Forecastle Bulkhead								
Trunk, Aft								
Trunk, Forward								
Exposed Machinery Casings on Freeboard or Raised Quarter Decks								
Exposed Machinery Casings on Superstructure Decks								
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).



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



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

Builder's name and yard number.....

Names of sister ships.....

Owners.....

Fee £..... Received by me.....



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