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CARDIFF

49,969

16 DEC

31418

Index. No. (For London Office only.)

Rpt. C.11.

# Lloyd's Register of Shipping. SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					Port of Survey <i>Cardiff</i>	
Having <i>Poop, Bridge and Forecastle</i>					Date of Survey <i>13-14-12-32</i>	
(Type of Superstructures.)					Name of Surveyor <i>V. Lockney</i>	
Ship's Name <b>MENIN RIDGE</b>	Nationality and Port of Registry <i>British London</i>	Official Number <i>147731</i>	Gross Tonnage <i>2474</i>	Date of Build <i>1924-10</i>	Particulars of Classification <i>+100 A1.</i>	
Moulded Dimensions: Length <i>297</i> Breadth <i>43.75</i> Depth <i>23.6</i>					S.S. Bro. No. <i>1-28</i>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth <i>5874</i> tons						
Coefficient of fineness for use with Tables <i>.792</i>						

Depth for Freeboard (D)		Depth correction		Round of Beam correction	
Moulded depth ...	<i>23.50</i>	(a) Where D is greater than Table depth (D - Table depth) R = <i>(23.53 - 19.80) 2.285 = + 8.52</i>		Moulded Breadth (B)	<i>43.75'</i>
Stringer plate ...	<i>.55</i>	(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50}$	<i>10.5"</i>
Sheathing on exposed deck <i>on both only forward of main beam</i>				Ship's Round of Beam	<i>10 1/2</i>
T $\left(\frac{L-S}{L}\right) =$		If restricted by superstructures		Difference	<i>NIL</i>
Depth for Freeboard (D) =	<i>23.53</i>			Restricted to	
				Correction = $\frac{\text{Diff}}{4} \times \left(1 - \frac{S_1}{L}\right)$	<i>= NIL</i>

## DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	<i>22.66</i>	<i>22.66</i>	<i>7.0</i>		<i>22.66</i>	Standard Height of Superstructure <i>6.47</i>
" overhang ...	<i>✓</i>					" " R.Q.D.
R.Q.D. enclosed ...	<i>✓</i>					Deduction for complete superstructure <i>35.13</i>
" overhang ...	<i>✓</i>					Percentage covered $\frac{S}{L} = 42.90\%$
Bridge enclosed ...	<i>78.75</i>	<i>78.75</i>	<i>7.2</i>		<i>78.75</i>	" $\frac{S_1}{L} = 42.90\%$
" overhang aft ...	<i>✓</i>					" $\frac{E}{L} = 42.90\%$
" overhang forward ...	<i>✓</i>					Percentage from Table, Line A.
F'cle enclosed ...	<i>26.00</i>	<i>26.00</i>	<i>7.0</i>		<i>26.00</i>	(corrected for absence of fore-castle (if required))
" overhang ...	<i>✓</i>					Percentage from Table, Line B. <i>29.96%</i>
Trunk aft ...						(corrected for absence of fore-castle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <i>35.13 × 29.96 = - 10.52</i>
" " forward						
Total ...	<i>127.41</i>	<i>127.41</i>			<i>127.41</i>	

## SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<i>39.70</i>	<i>1</i>		<i>39.70</i>	<i>48</i>	<i>48.00</i>	<i>1</i>		<i>48.00</i>	Mean actual sheer aft = <i>Excess</i>
1/4 L from A.P. ...	<i>17.67</i>	<i>4</i>		<i>70.68</i>	<i>20.5</i>	<i>20.54</i>	<i>4</i>		<i>82.16</i>	Mean actual sheer forward = <i>Excess</i>
2/4 L " ...	<i>4.37</i>	<i>2</i>		<i>8.74</i>	<i>5.12</i>	<i>5.13</i>	<i>2</i>		<i>10.26</i>	Mean standard sheer forward
Amidships ...	<i>✓</i>	<i>4</i>		<i>✓</i>	<i>0</i>	<i>✓</i>	<i>4</i>		<i>✓</i>	Length of enclosed superstructure forward of amidships = <i>.122</i>
3/4 L from F.P. ...	<i>8.73</i>	<i>2</i>		<i>17.46</i>	<i>10.4</i>	<i>10.46</i>	<i>2</i>		<i>20.92</i>	" " aft of " = <i>.144</i>
1/4 L " ...	<i>35.33</i>	<i>4</i>		<i>141.32</i>	<i>41.8</i>	<i>41.87</i>	<i>4</i>		<i>167.48</i>	
F.P. ...	<i>79.40</i>	<i>1</i>		<i>79.40</i>	<i>96</i>	<i>96.00</i>	<i>1</i>		<i>96.00</i>	
Total ...				<i>357.30</i>					<i>424.82</i>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( \frac{.75 - S}{2L} \right) = \frac{67.52}{18} \left( \frac{.75 - .2145}{2} \right) = - 2.00"$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 1/2 ins. per 100 ft.

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

Depth to Freeboard Deck = *23.53*  
Summer freeboard = *3.52*  
Moulded draught (d) = *20.01*

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = *5"*  
Addition for Winter North Atlantic Freeboard (if required) = *2"*

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

$\frac{68 + .792}{1.56} = \frac{1.472}{1.56}$

	+	-
Depth Correction ...	<i>8.52</i>	<i>-</i>
Deduction for superstructures ...	<i>-</i>	<i>10.52</i>
Sheer correction ...	<i>-</i>	<i>2.00</i>
Round of Beam correction ...	<i>-</i>	<i>-</i>
Correction for Thickness of Deck amidships ...	<i>-</i>	<i>-</i>
Other corrections, scantlings, etc. ...	<i>-</i>	<i>-</i>
	<i>8.52</i>	<i>12.52</i>

Summer Freeboard = *42.20*

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, *Wood*, Steel, Deck:— *3'-6 1/4"*

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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Lloyd's Register Foundation



PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECK										
FREEBOARD DECK										
IN BRIDGE SPACE										
Description of Hatchway	No 1	No 2	No 3	No 4	No 5	No 6	No 7	No 8	No 9	No 10
Dimensions of Hatchway	27'0" x 21'9"	26'8" x 21'9"	21'1" x 21'1"	15'10" x 23'5"	7'11" x 17'2"	26'3" x 21'9"	26'3" x 21'9"	27'7" x 21'8"	13'1" x 5'3"	23' x 19'4"
COAMINGS										
Height above Deck	36"	36"	9'3" OA	9'3" OA	9'3" OA	36"	36"	15"	31"	18"
Thickness	.44	.44	.50	.50	.50	.44	.44	.40	.40	.38
Stiffeners	7 x 3 x 4 OA	7 x 3 x 4 OA	none	none	none	7 x 3 x 4 OA	7 x 3 x 4 OA	none	none	none
Brackets, Stays	2 x 5 x 3 1/2 x 4	2 x 5 x 3 1/2 x 4	none	none	none	2 x 5 x 3 1/2 x 4	2 x 5 x 3 1/2 x 4	none	none	none
HATCH BEAMS										
Number	5	5	1	5	5	5	5	5	5	5
Spacing	4'6"	4'6"	3'11 1/2"	4'4 1/2"	4'4 1/2"	4'4 1/2"	4'4 1/2"	4'4 1/2"	4'4 1/2"	4'4 1/2"
Scantling and Sketch	13 x 15 x 3/4	12 x 16 x 3/4	none	none	10 x 16 1/2 x 3/4	12 x 16 1/2 x 3/4	12 x 16 1/2 x 3/4	none	none	none
Bearing Surface	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"	3 1/2"
FORE AND AFTERS										
Number	none	none	none	none	none	none	none	none	none	none
Spacing	none	none	none	none	none	none	none	none	none	none
Unsupported Lengths	none	none	none	none	none	none	none	none	none	none
Scantling and Sketch	none	none	none	none	none	none	none	none	none	none
Bearing Surface	none	none	none	none	none	none	none	none	none	none
HATCH COVERS										
Material	W.P.	W.P.	Steel	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.	W.P.
Thickness	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"	2 1/2"
How fitted	F+T	F+T	secured by 4 bolts	F+T	F+T	F+T	F+T	F+T	F+T	F+T
Bearing Surface	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"	3'4 1/2" x 9 1/2"
Spacing of Cleats	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"	2'0"
Number of Tarpaulins	2	2	2	2	2	2	2	2	2	2

\*Are wood fore and afters steel shod at all bearing surfaces? *Yes.*  
 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.*

Particulars of fiddle, funnel and ventilator coamings:—

*Stanchion grating covered by strong steel angled covers. See back page.  
 Fiddle, funnel and ventilator coaming, in efficient. Engine  
 Stanchion of well strongly constructed.*

Particulars of Flush Bunker Scuttles:—

*None.*

Particulars of Companionways:—

*One steel companion on poop 4'3" x 2'8" x 5'10" high. To poop accommodation.  
 One 1 1/2 inch door at after side workover from hold side. Well 17".*

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

*Forecastle 1 @ 5 1/2" dia 2'6" high. 375 cu ft. upper part.  
 1 P.S. 4" dia CI 2'6" high. lower part. 375 cu ft.  
 Fore well 4 @ 16" dia 3'0" high. 38 cu ft. - holds.  
 Bridge 1 P.S. 2'6" dia 28" high. 7 CI. 375 cu ft.  
 After well 2 @ 16" dia 3'0" high. 36 cu ft. - holds.  
 1 @ 21" dia 3'0" high. 36 cu ft. - holds.*

*Efficient closing provided*

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

*Forecastle 1 @ 2 1/2" dia WI. 28" high. fore part.  
 1 P.S. 2 1/2" dia WI. 12 1/2" high. hold tank.  
 Fore well 1 P.S. 4" dia WI. 31" high. no 2 tanks.  
 Bridge 1 P.S. 3 1/2" dia WI. 28" high. ER. tanks.  
 1 P.S. 2" dia WI. 27" high. Boiler Room tank.*

*no means of closing.  
 Efficient closing provided*

Particulars of Gangway Cargo and Coaling Ports:—

*None.*

Rpt. C. 11 (Contd.)

NEWCASTLE-ON-TYNE 95143.

Index No.

Lloyd's Register of Shipping.

JUN 24 1937

Ship's Name MENIN RIDGE

Official No. 147731.

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines in Garbutt Report, N. 31418, dated Durban 1932.

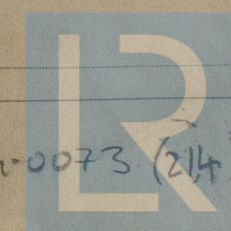
*a small escape hatch has been fitted to No 1 & 2 holds on starboard side, abreast fore mast. Hatch 4'6" long x 2'02" wide, coaming 30" x 45" Rest bars. 3". Seats spaced 21" apart. Wood cover of Pine. 3".  
 2 tarpaulins and lashing arrangements complete.*

*John A. Rowson.*

RETAIN

RETAIN

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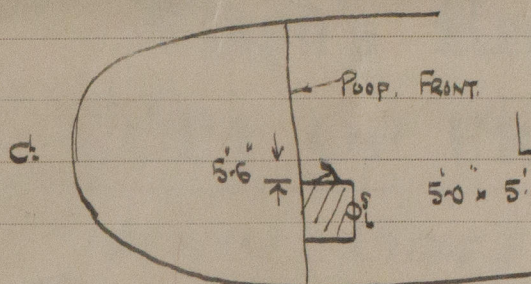
## Lloyd's Register of Shipping.

Ship's Name MENIN RIDGE

Official No. \_\_\_\_\_

Memorandum of alterations reported since ship was surveyed for assignment of Load Lines  
in \_\_\_\_\_

A washplace was fitted on upper deck at Poop Bulkhead on starb. side.



Poop bulkhead not disturbed.

RETAIN

J. A. Rowson  
3 38.

5 MAR 1938

5.3.38

RETAIN



Scuppers.

Particulars of Scuppers and Sanitary Discharge Pipes:—

Fore well 3P. 3S. 2 through gunwale bar  
1 through strong plate overboard.  
Bridge deck. 2P. 2S. 2" dia pipe through deck overboard.  
Aft. well 3P. 3S. 2 through gunwale bar  
1 through strong plate overboard.  
From Bridge space - 2P. 2S. 2" pipe no storm valve.

Sanitary Discharge

1 P.S. aft 4" dia pipe with storm valve below deck  
1 P.S. amidships 4" dia pipe with storm valve below deck  
1 S.S. amidships 4" dia pipe with storm valve below deck.

Particulars of Side Scuttles:—

In poop. 6P.S. 5.S.S. with strong hinged deadlights.

Particulars of Guard Rails:—

Forecastle - aft end and sides uprights 3'0" high 3'9" apart two rails  
Poop. - all round. uprights 3'0" high 4'5" apart two rails.

Particulars of Gangways, Lifelines, etc.:—

none.

Provision for rigging lifelines in fore and  
after wells.

## 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 ... ..	83'4"	3'9½"	6¾" x 16'9" 15'3" 16'1"	3	27♣	16.7♣
Forward Well ... ..	86'3"	3'7½"	6¾" x 12'3" 16'6" 18'0"	3	26.2♣	17.25♣

State position of each freeing port ... .. } After Well:— 6'3", 35'0", 62'1" from bridge aft. side to forward edge of port.  
(F. and A. position and height above deck edge) } Forward Well:— 11'5", 35'3", 63'3" from forecastle house side to forward edge of port.  
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— none.

Additional area where sheer is less than standard.

Height above deck edge 11" aft.  
10" forward.

## 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 ... ..	.40	.32	5 x 3 x .35	2'6"	Angles top and bottom	1 P.S. 4'6" x 1'10½"	1'10"	7'0"
Raised Quarter Deck Bulkhead ...	<u>none</u>	.28	Plating flanged 2½" deck. spacing 2'7"	<u>none</u>	<u>none</u>	1 P.S. 2 4'6" x 2'0"	21"	7'2"
Bridge, After Bulkhead ... ..	.40	.32	7½ x 3 x .4 BA	2'6"	Angles top & bottom	1 P.S. 3'9" x 2'11"	2'0"	7'2"
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..								
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...								
Exposed Machinery Casings on Super-structure Decks ... ..	.38	.34	3 x 3 x .25	2'6"	Architects as 1st	1 P.S. 4'7" x 2'0" 1 P.S. 4'6" x 1'0" 1 P.S. 4'6" x 2'0"	18" 3'3" 20" IN ALLWAYS	7'4"
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	.38	.35	3 x 3 x .25	2'6"	"	1 P.S. 2'0" x 3'0"	18"	"
Deckhouses on Flush Deck Ships ...								

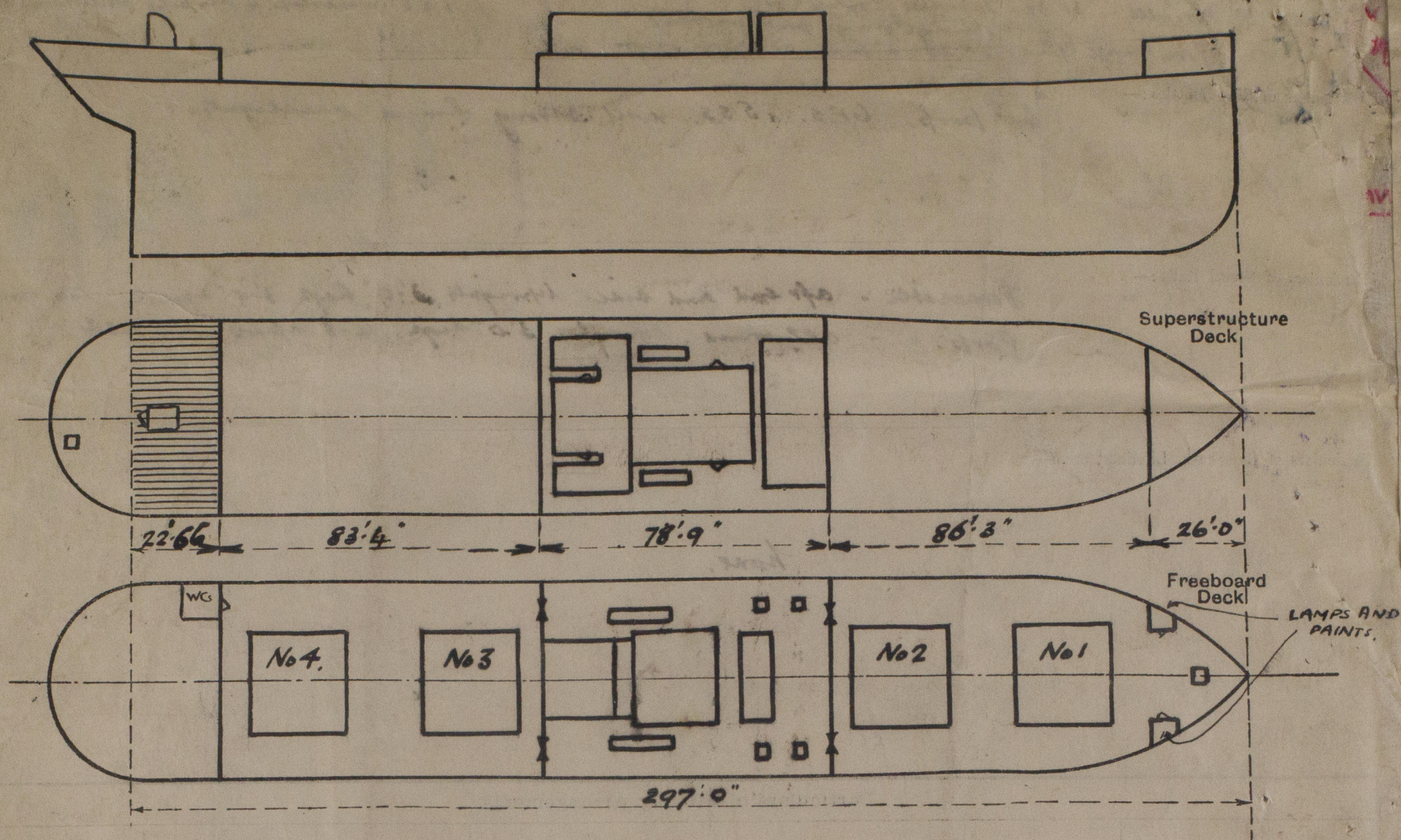
Particulars of Closing Appliances (state if capable of being manipulated from both sides).

Poop Bulkhead ... ..	✓ 1 steel door at port side to W.C.s. workable from both sides.
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	✓ 1 port 1st board. weather boards in riveted channels full height.
Bridge, Forward Bulkhead ... ..	✓ 1 port 1st board. Bolted steel blades - bolts through bulkhead plating spaced 3'0" and 3'0" apart.
Forecastle Bulkhead ... ..	
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	
Exposed Machinery Casings on Super-structure Decks ... ..	✓ 1 port 1st board steel door to fully workable from both sides.
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	✓ 1 port side small steel door (as ventilator is contrary to rule) workable from both sides.
Deckhouses on Flush Deck Ships ...	✓ 1 port 1st board. steel door to engine room in alleyways workable from both sides.



# Mening Ridge

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:—

- The following recommendations were made but have not been carried out.
1. A number of hatch covers to be renewed.
  2. Gaspauline and hatch covers for bridge space hatchways to make good.
  3. One storm plate for fidley cot grating to replace or renew.

From vessel draft - deadweight scale

Draft	DW.
19.6	4180 TONS.
19.9	4250 "
20.0	4320 "
20.3	4410 "
20.6	4490 "

OM 17

This vessel is at present on the shipway, going through special survey. It is not known yet whether the special survey will be completed. It is requested that the assignment letter be sent to this office as soon as possible.

With reference to the Owner's request for an assignment of Timber Deck Cargo freeboard the engine room tank only has a center gross watertight. x 38 Bulwarks 3' 9 1/2" high aft, 3' 7 1/2" high forward, transverse 6 x 3 B.A. 6' 0" apart. There are no fittings for sprigals, and no cyphers for fastenings.

Builder's name and yard number. Burntisland Shipbuilding Co. Ltd.

Names of sister ships. ✓

Owners. Ridge Steam Ship Company. Ltd.

Fee £ 10 : 4 : 0 Received by me.



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