

28.4.1924
Rpt. 11b.
29.8.8

EXT. MEL 207

Index No. 30402
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH
GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR
WITH THE GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS
CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey Amsterdam.
Date of Survey Building.
Name of Surveyor Chadder.

MESSRS. J. SMIT & ZN. N° 554.

Ship's Name
"MACHADO"
(EX. TORBRITT)

Port of Registry
and Nationality.
Newport (Mon)

Official
Number.
145642

Gross
Tonnage.
942.94
917.77

Date of Build.
1921/22

Particulars of Classification.
1100A1 contemplated.

Number in Register Book 39618

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>207.2</u>	<u>32.2</u>	<u>13.52</u>	<u>680.10</u>
Length on LOADLINE.	<u>206.71</u>	Frame/Depth $5\frac{3}{4}$ Rule " $\frac{4}{1\frac{3}{4}}$ $= -.29$	Ceiling <u>filled</u> Sheer $+31$ Level tank depth to T.T. <u>13.39</u>	Peak Tanks <u>incl.</u>
CORRECTED DIMENSIONS.	<u>206.71</u>	<u>31.91</u>	<u>13.70</u>	<u>680.38</u>

Co-efficient of fineness..... 75
Any modification necessary [Para. 4 (a) to (e)]* C.D.B.
Co-efficient as corrected 73

Sheer {Stem..... 4'11"
at {Sternpost... 2'4" } $87 \div 2 = 43.5$ Mean 41.81
Sheer at $\frac{1}{2}$ of the length from {Stem 2'8"
Sternpost 1'2" } $46 \div 2 = 23$ Mean 36.11
Gradual mean Sheer 41.81
Standard mean Sheer [Table, Para. 18] 30.67 Correction
Difference..... 11.14 $\div 4 = 2.78$
§ If limited as Para. 18 (f) -2\frac{3}{4}"

Rise in Sheer from amidships {At front of bridge house..... 0'1"
[Para. 18 (e)] {At after end of forecastle 2'9"

¶ Fall in Sheer {
Para. 18 (d) } $\div 2 =$
Length uncovered ☒ Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 0' 7\frac{1}{4}"
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 2-3\frac{3}{4}
Difference 1-8\frac{1}{2}
Percentage as below..... 53.8\%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } 11.03
Allowance for Deck Erections -11"

	Length.	Length allowed.	Height.
Forecastle.....	<u>24.4</u>	<u>+1.18 houses</u>	<u>25.58</u>
Bridge House	<u>48.75</u>	<u>48.75</u>	<u>40"</u>
† Raised Qr. Dk.....	<u>41.25</u>	<u>x. $\frac{3.58}{3.71}$</u>	<u>68.76</u>
Poop.....			<u>3'4"</u>
Total	<u>145.58</u>	<u>143.09</u>	<u>= 692</u>
Length of Ship	<u>206.71</u>	<u>206.71</u>	

Corresponding percentage {
(Para. 11, 12, 13, or 14) } 53.8\%

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

Fresh Water Line	above centre of Disc	...
Indian Summer Line	"	...
Winter Line	below	...
Winter North Atlantic Line	"	...

Moulded Depth as measured..... 15'5"
Addition for Keel below base line for draught record... 1.10 inches. Keelplate + A-stake.

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 206.71
Length in Table 185.0
Difference 21.71
Correction for 10ft., Table A. 1.0 Table C.
× Difference divided by 10 2.17 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 1.08 +1"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered704
Thickness of usual wood deck, less stringer 3 -3"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....
Round of Beam over 32'0" → 8"
Normal round..... 8"
Difference ✓ $\div 2 =$
Proportion of Deck uncovered (Para. 19) ☒

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A 2' 6\frac{1}{2}"
Correction for Sheer -2\frac{3}{4}
Correction for Length +1
Allowance for Deck Erections -11
Correction for Round of Beam..... ☒
Correction for fall in Sheer (if any)..... ☒
Correction for Iron Deck (if required) -3
Additions for non-compliance with provisions of Para. 11 (d) and (e) † 1-2\frac{3}{4}
Other Corrections (if any) ☒

Winter Freeboard 1' 2\frac{3}{4}"
Summer Freeboard 2 1' 0\frac{3}{4}"
Indian Summer Freeboard 0-10\frac{3}{4}
N. A. Winter Freeboard 1-5\frac{3}{4}

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. 1\frac{1}{4}"

Winter Freeboard from deck line 1-4
Summer " " " " 1-2
Indian Summer " " " " 1-0
N. A. Winter " " " " 1-7

Winter Freeboard from deck line	1-4
Summer " " " "	1-2
Indian Summer " " " "	1-0
N. A. Winter " " " "	1-7
Winter Freeboard from deck line	1-2
Summer " " " "	3\frac{1}{2}
Indian Summer " " " "	2
N. A. Winter " " " "	2
Winter Freeboard from deck line	5

† State dimensions of freeing port area on back of this form.
‡ The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft, should be reported.

MARKING FORM
RECEIVED 22 MAY 1924

MARKING REPORT
RECEIVED 27.3.22

002174-002183-0205

Do all the Frames extend to the top height in the Poop? *yes* - Raised Quarter Deck? *yes* - Bridge House? *yes* - Forecastle? *yes* -
 To what height do the Reverse Frames extend? *all L or L frames* -
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes* -
 Give particulars of the means for closing the openings in Bulkhead *See Bld. after end Bridge. No Hinging.*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *yes* - Has the Bridge House an efficient Bulkhead at the fore end? *yes* -
 Give particulars of the means for closing the openings in Bulkhead *Steel plate doors, hinged, fastened by strong vertical dogs and lock bolts.*
 What is the thickness of the Bridge Front plating? *.28"* and Coaming plate? *.32"*
 Give scantlings and spacing of the Stiffeners *L 170x75x11³/₄, spaced 30"*
 Are bracket plates fitted at each end of the Stiffeners? *yes* - Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes* -
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes* -
 How are the openings closed? *Openings, closed by steel plate doors with 3/4" bolts (spaced 5 1/2") through 4 1/2"*
 Is the Forecastle at least as high as the main or top-gallant rail? *yes* - Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *yes - steel* -
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *yes - Partly by Bridge and partly by steel deckhouse.*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *yes* -
 Give thickness of plating; scantlings and spacing of Stiffeners *Coaming .30", plating .24, stiff 65x65x7, 30" apart.*
 What is the height of the exposed Casings? *4'4"* Are suitable means provided for closing all openings in them in bad weather? *yes* -
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below: *yes - See Below.*

Position and Size.		I: 15'0" x 12'0"		II: 18'9" x 13'9"		III: 15'0" x 13'9"		IV: 13'1 1/2" x 12'0"		Ship.	Rule.
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.		
COAMING.	Height above top of DECK	<i>32"</i>		<i>32"</i>		<i>32"</i>		<i>32"</i>			
	Thickness { Sides.....	<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>			
	Ends.....	<i>.44</i>		<i>.44</i>		<i>.44</i>		<i>.44</i>			
SHIFTING BEAMS OR WEB PLATES.	Number	<i>two</i>		<i>three</i>		<i>two</i>		<i>two</i>			
	Section and Scantlings	<i>12 x .30</i>		<i>12 x .32</i>		<i>12 x .32</i>		<i>12 x .30</i>			
	Material	<i>steel</i>		<i>3 x 3 x .44</i>		<i>3 x 3 x .44</i>		<i>3 x 3 x .44</i>			
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		<i>2 1/2"</i>		<i>2 1/2"</i>		<i>2 1/2"</i>		<i>2 1/2"</i>			
Remarks.....											

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

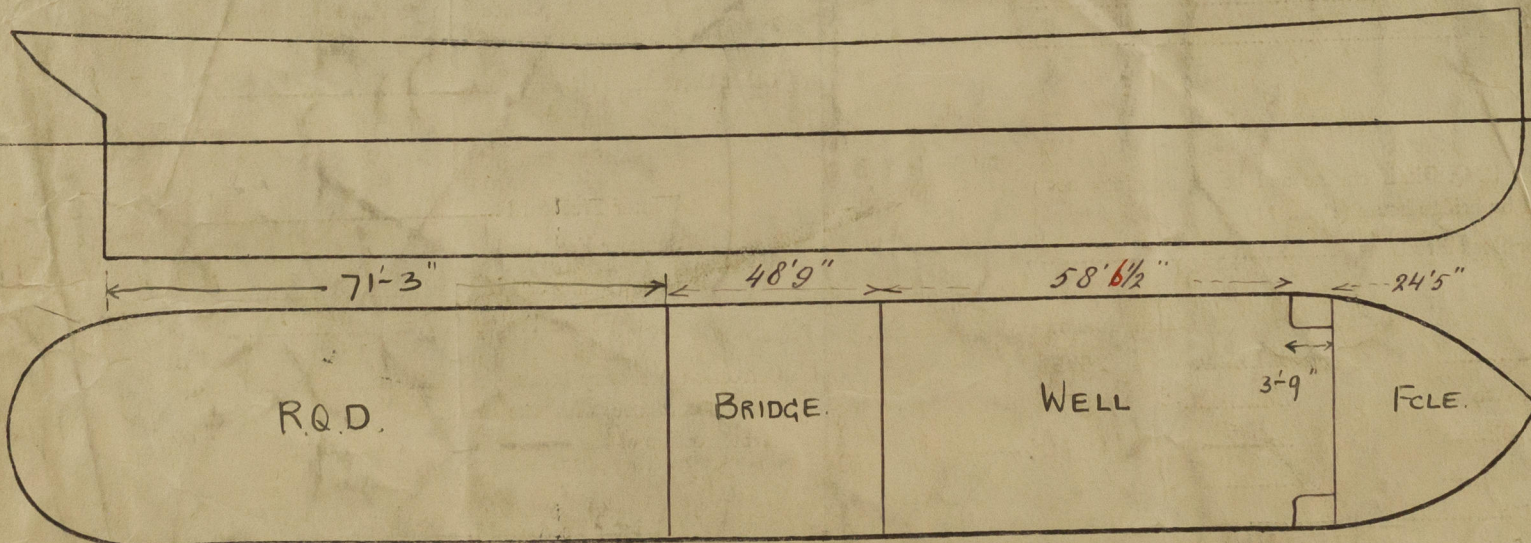
Delete the words *The Crew are, are not, berthed in the bridge house. forecastle.*
 that do not apply *The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory. over hatches with lifelines)*

Length of Bulwarks in well *58'6 1/2"*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *12.35* Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) =	<i>12.75</i>	Sq. ft.
<i>2.5</i>	<i>x</i>	<i>1.7</i>	<i>x</i>	<i>3</i>			
	<i>x</i>		<i>x</i>				

Total deficiency or excess = *0.4* Sq. ft.



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *The vessel has been built in accordance with the approved plans, copies of which are being retained in your office for record.*
Application form attached to this report. (sister vessel Lg. "Formed" built 1903-24)

Owners *Messrs F. R. Howe & Company*

Address *Newport (Mon.)*

Fee *48/-* will be received by me *C. Hodder*

See L.R. Rpt.

© 2020

Lloyd's Register Foundation