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MON. AUG. 26. 1912

No 13484

22502

# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

*Verification Report*

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPAR DECK~~ AWNING DECKS.

Port of Survey *Beth*  
Date of Survey *21<sup>st</sup> August 1912.*  
Name of Surveyor *J. M. Ludman*

Ship's Name <i>S. S. Cabo Menor</i> <i>The Trunk &amp; Crangon</i>	Port of Registry and Nationality <i>Seville</i> <i>Spanish</i>	Official Number <i>✓</i>	Gross Tonnage <i>✓</i>	Date of Build <i>1912</i>	Particulars of Classification <i>+100 A1 Awning Deck with</i> <i>Freeboard contemplated</i>
Number in Register Book <i>Yard No. 350</i>					

Registered dimensions from Ship's Register.	LENGTH <i>265.2</i>	BREADTH <i>38.5</i>	DEPTH <i>16.1</i>	UNDER DECK Tonnage <i>1961.56 to awning deck</i>
Length on LOADLINE	<i>265.2</i>	Frame Depth Rule <i>5 1/2</i>	Ceiling Sheer <i>22 1/2</i>	Peak Included Tanks <i>Annexe</i>
CORRECTED DIMENSIONS.	<i>265.2</i>	<i>38.34</i>	<i>24.62</i>	<i>1961.56</i>

Moulded Depth as measured	<i>18.3</i>	Upper Main Deck
" " "	<i>26.0 1/2</i>	Spar or Awning Deck
	<i>26 - 10 1/2</i>	
	<i>2 - 11 1/2</i>	
	<i>23 - 10 1/2</i>	to tank top

Co-efficient of fineness ..... *.80 4/8*  
 Any modification necessary [Para. 4 (a) to (e)\*] } *Cell Double Bottom*  
*1/2 Drop in tank top at margin plate = +10*  
 Co-efficient as corrected ..... *46*

CORRECTION FOR LENGTH :-

Length of Ship on Load Line.....	<i>265.2</i>
Length in Table .....	<i>303</i>
Difference.....	<i>37.8</i>
Correction for 10ft.....	<i>1.0</i>
× Difference ÷ 10 =	<i>3.48</i>

*- 3 3/4*

Allowance for strength in excess of Lloyd's rules =

State particulars— *Constructed with bulb angle framing excepting in peaks which are right angles, fore and aft bulkheads to awning deck, doors being cut in tween deck bulkhead engine room. please see profile. Complete steel main deck and iron awning deck with beams to every frame. Lower deck with beams to alternate frames and wood laid deck.*

Height of Tween Decks.....	<i>4-9 1/2</i>
(From top of beam to top of beam at side)	
Correction for Height of Tween Decks in Spar-decked Ships.....	<i>+ 4 1/2</i>

Freeboard Table B or C.....	<i>6 - 7 1/4</i>
Correction for Length.....	<i>- 3 3/4</i>
Correction for Height of Tween Decks in Spar-decked Ships.....	<i>6 - 3 1/2</i>
	<i>6 - 8 1/4</i>
Correction for Strength in excess of Lloyd's rules.....	<i>1 - 5</i>
(Table A Limit-)	<i>5 - 3 1/4</i>
Correction for Iron Deck if required.....	<i>- 3</i>
	<i>5 - 0 1/4</i>
Other Corrections (if any).....	

Gradual Sheer =  $\frac{52.42}{36} = 1.45$   
 Standard " =  $\frac{36.52}{36} = 1.01$   
 Sheer at Stem ..... *6.1* } length from Stem ..... *3.1* } *4-10*  
 Sternpost... *3.2* } " " Sternpost... *1.9* }  
 Drop in Sheer abaft amidships..... *nil* } *-2 = 29*

Winter Freeboard.....	<i>5 - 0 1/4</i>
Summer Freeboard.....	<i>4 - 8 3/4</i>
Indian Summer Freeboard.....	<i>4 - 5 1/4</i>
N. A. Winter Freeboard.....	<i>5 - 2 1/4</i>

Round of Spar-deck Beam..... *9 1/2*  
 " " Main-deck " .....

Forecastle ..... *✓ x*  
 Bridge Deck *52.0 x 7-6* *Open both ends.*  
 Poop ..... *✓ x*

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the ~~wood~~ iron deck with side } *+ 1 1/2*

Winter Freeboard from Deck Line .....	<i>5 - 1 3/4</i>
Summer " " " .....	<i>4 - 10 1/4</i>
Indian Summer " " " .....	<i>4 - 6 3/4</i>
N.A. Winter " " " .....	<i>5 - 3 3/4</i>

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

Fresh Water Line	above centre of Disc	...	<i>5</i>
Indian Summer Line	" " "	<i>Amended Tables</i>	<i>3 1/2</i>
Winter Line	below " " "	<i>March, 1906</i>	<i>3 1/2</i>
Winter North Atlantic Line	" " "	...	<i>5 1/2</i>

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
 All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
 \* If the frames, skin, plating, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Do all the Frames extend to the top Height in the Spar deck?  *Yes*

Do all the Frames extend to the top height in the Poop?  *Yes*

To what height do the Reverse Frames extend? *Butt angle frames excepting in Peaks. ordinary angles no reverse bars.*

Has the Poop an efficient Iron Bulkhead at the fore end?  *Yes*

Give particulars of the means for closing the openings in Bulkhead  *Yes*

Is the Poop 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  *Yes*

What is the thickness of the Bridge Front plating?  and Coaming plate?  *Yes*

Give scantlings and spacing of the Stiffeners  *Yes*

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?  *Yes*

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*

Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? *Boat Deck please see Profile*

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 *2.5 Coaming 3.0 Stiffeners 3 x 3 x 30 spaced 30 apart*

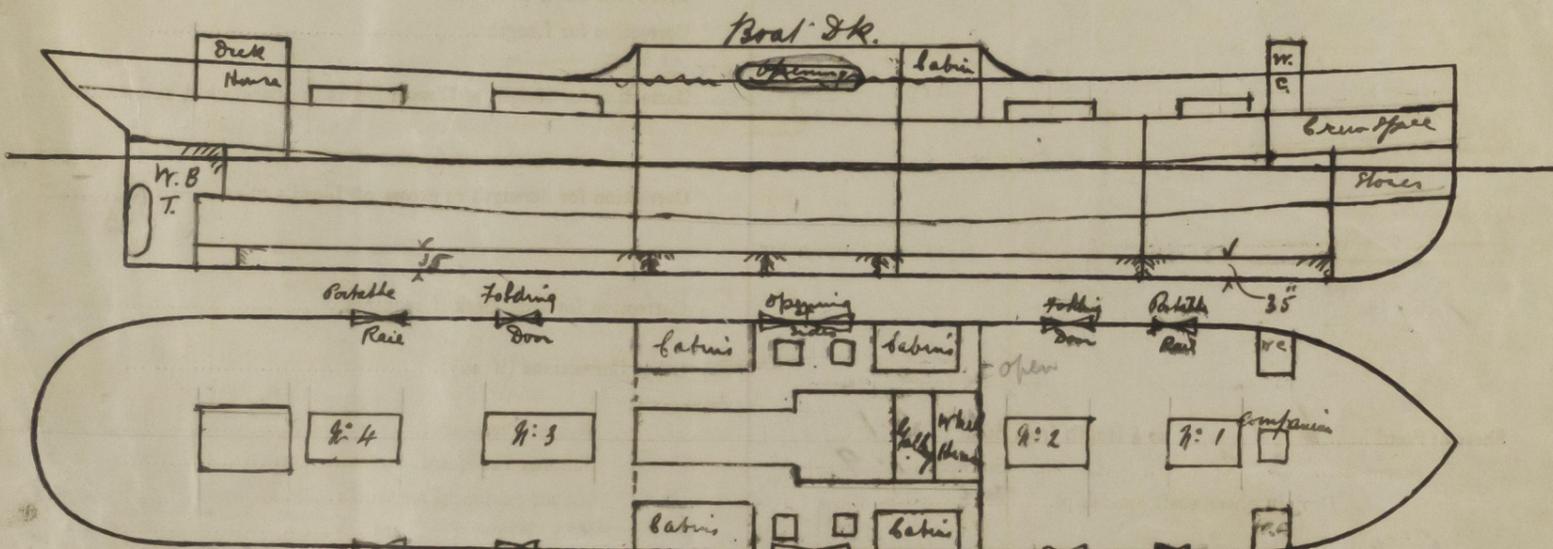
What is the height of the exposed Casings? *4.9*

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*

Position and Size.	N.1 Hatch 16.0 x 12.0		N.2 Hatch 24.0 x 12.0		N.3 Hatch 24.0 x 12.0		N.4 Hatch 18.0 x 12.0		Ship.	Rule.		
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.				
COAMING.	Height above top of DECK	21	18	21	18	21	18	21	18			
	Thickness	Sides	.40	.40	.46	.44	.46	.44	.44	.44		
		Ends	.36	.36	.40	.40	.40	.40	.40	.40		
WEATHER DECK HATCHWAYS	Number	One	One	Two	Two	Two	Two	Two	Two			
	Section and Scantlings	40" x 4" x 3" x 40"	40" x 3" x 3" x 40"	40" x 4" x 3" x 40"	40" x 3" x 3" x 40"	40" x 4" x 3" x 40"	40" x 3" x 3" x 40"	40" x 4" x 3" x 40"	40" x 3" x 3" x 40"			
	Material	Steel	Steel	Steel	Steel	Steel	Steel	Steel	Steel			
FORE AND AFTERS	Number	Three	Three	Three	Three	Three	Three	Three	Three			
	Section and Scantlings	40" x 7" x 7"	4" x 6"	4" x 7"	4" x 7"	4" x 7"	4" x 7"	4" x 7"	4" x 7"			
	Material	Steel	P.P.	P.P.	P.P.	P.P.	P.P.	P.P.	P.P.			
HATCHES	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			
Remarks												

\* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.  
 (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.)



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 *None excepting large gangway doors & portable rails in bulwark also hinged doors with bolts cut in engine room bulkhead between decks each side of casing, bottom of doors 6" above main deck doors 6.0 x 4.6 not watertight. Please see Profile Plan enclosed also midship section for reference. Frigateboard request form forwarded to London 27 Jan. 1912. Please see for provisional frigateboard assigned drawings letter dated 24 Jan 1912. Master's Report No 12455*

Owners  
 Address  
 Fee £

Received by me

