

Index No. 32409
(For London Office only.)
7 JUL 1927 7604

Port of Survey Trieste
Date of Survey During construction
Name of Survey Chortom

Particulars of Classification.

Number in Register Book

Final Certificate of Registry
not received yet.

Building

100A1 "with pubonin" corresponds to a powdered draft of "2 1/2" "Correspondence Petroleum in draft"

Moulded Depth as measured.....15' 0"

Addition for Keel below base line
for draught record.... $1\frac{1}{4}$inches.

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.....	305.0	
Length in Table	180.0	
Difference	125.0	
Correction for 10ft., Table A.	1.0	Table C.
× Difference divided by 10	12.5	(if required.)
If $\frac{6}{10}$ ths length covered divide by 2	6.25	
	+ 6 $\frac{1}{4}$ "	

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered *Steel deck throughout*
Thickness of usual wood deck, less stringer $3\frac{1}{2}"$ $- 3\frac{1}{2}"$

CORRECTION FOR ROUND OF BEAM.

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

Breadth at Gunwale amidships.....50.0
Round of Beam12.5"
Normal round.....12½"
Difference ÷ 2 =
Proportion of Deck uncovered (Para. 19)

Co-efficient of fineness..... .496
Any modification necessary }
[Para. 4 (a) to (e)]* } Bottom rough:
Co-efficient as corrected81

Shear { Stem... $2\frac{1}{4}$...
at { Sternpost $7\frac{3}{4}$ } $31.75 \div 2 = 15.87$...Mean

Shear at $\frac{1}{8}$ of the length from { Stem $4\frac{1}{4}$
Sternpost 0 } $\div 2 =$...Mean

Gradual mean Shear 5.93

Standard mean Shear [Table, Para. 18] 40.50 Correction

Difference..... $34.57 \div 4 = 8.64$

§ If limited as Para. 18 (f)
SHEAR AT $72^{\circ}0'$ FROM STEM = 0
" " $20^{\circ}0'$ " STERNPOST = $1\frac{1}{2}"$ $+8\frac{3}{4}"$

Rise in Sheer from amidships { At front of bridge house.....
[Para. 18 (e)] { At after end of forecastle

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

Correction

ALLOWANCE FOR DECK ERECTIONS.—

Freeboard, Table C.....
Correction for Length, if required (Para. 12, 13, and 14)

Freeboard by Table A. corrected for sheer, and for length,	}	3 .. 3 1/2
if required (Para. 12, 13, and 14)		
Difference		2 .. 8
Percentage as below		54.5%
		17.44

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

Allowance for Deck Erections - 1-5 1/4

	Length.	Length allowed.	Height.
Forecastle.....	mean, 44.48	44.48	7'-6"
Bridge House	I 16.58 x $\frac{42}{30} \times \frac{8}{10}$	10.47	
Trunk	II 59.50 x $\frac{34}{30} \times \frac{8}{10}$	86.75	
† Raised Gr. Bk.....		65.00	6'-5 1/2"
Popo.....	88.44	88.44	6'-5 1/2"
Total	305.00	227.14	= 74.85
Length of Ship		305.0	

Corresponding percentage } 54.5%

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

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

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§ If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

§ In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

§ In post-steeked vessels the total standard mean sheer means the sheer measured at the stem and stern-eight, vessels having poops and forecastles, it means the sheer measured at points distant from the vessel's length from stem and stern-post.

+ 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.

'2.24. T.

003808-003815-0354

Do all the Frames extend to the top height in the Poop? *Yes* Raised Casings Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*

To what height do the Reverse Frames extend? *B.A. framing*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *None*

Give particulars of the means for closing the openings in Bulkhead *None*

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 *Yes*

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

Give scantlings and spacg of the Stiffeners *✓*

Are bracket plated at each end of the Stiffeners? *✓* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *✓*

Has the Bridge House an efficient Iron Bulkhead at the after end? *✓*

How are the openings closed? *✓*

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, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by R.Q.D. - strong deckhouse*

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *✓*

Give thickness of plating; scantlings and spacing of Stiffeners *✓*

What is the height of the exposed Casings? *✓* 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.	No. 1. 6'0" x 10'0" ON TRUNK.		Nos 2,3,4,5,6 6'0" x 4'0" ON TRUNK.		Nos 1,2,3 6'6" x 2'6" ON UPPER DECK.					
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK	9"		9"		4'8"					
Thickness										
Sides	9 x 3 1/2 x 50 B.A.		9 x 3 1/2 x 50 B.A.		.60					
Ends	"		"		.50					
SHIFTING BEAMS OR WEB PLATES.										
Number	/		/		/					
Section and Scantlings	/		/		/					
Material	/		/		/					
* FORE AND AFTERS.										
Number	/		/		/					
Section and Scantlings	/		/		/					
Material	/		/		/					
HATCHES Thickness	.50 plate		.50 plate		.50 plate					
Remarks	stiffened by angles		stiffened by angles		stiffened by angles					

* 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.)

No strength to stiff portion of deck.

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.
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft. Tenths. Ft. Tenths. No.

Freeing Ports (each side of vessel) =

Total deficiency or excess =

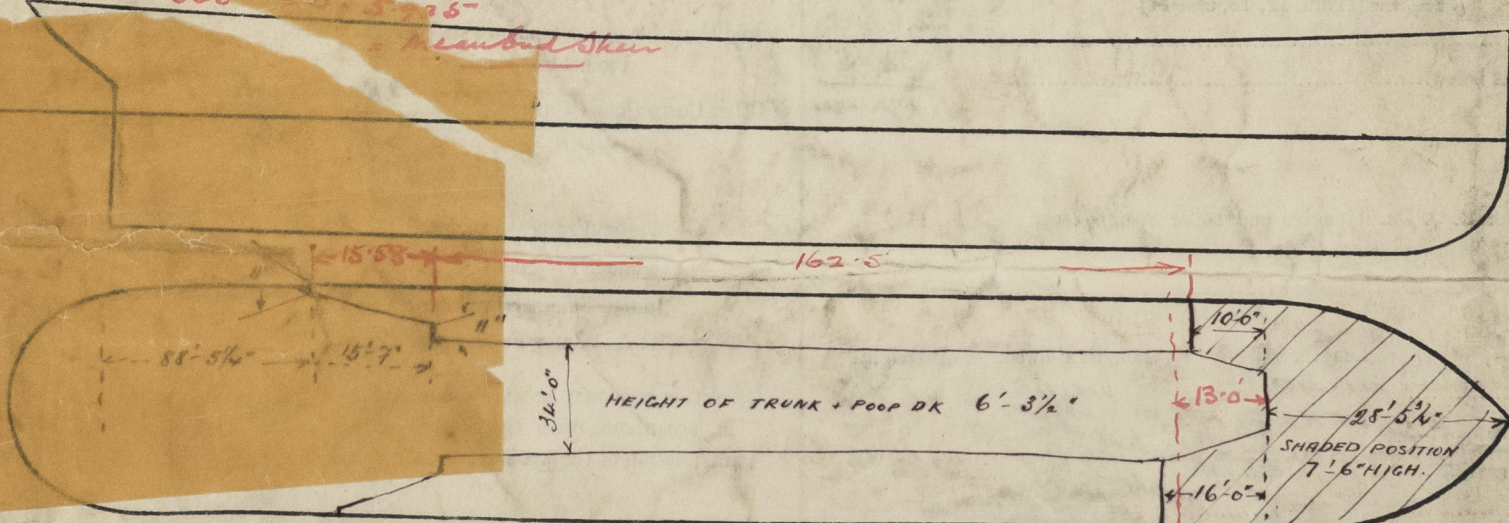
APL

Skew

1 7.75 x 1 = 7.75
1 1.75 x 4 = 7.00
0 x 1 = 0
1/3 x 38.1 = 6.35
98.66
602.46 = 1.975
305

Forward

0 x 1 = 0
4 x 6 x 4 = 18 x 4
24.0 x 1 = 24.0
1/3 x 72 = 42.4
508.8
93.66
602.46



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

Builder's name and yard number

Names of sister vessels *C.N.T. No 180. "LUCITA"*

Owners *Caracasche Scheepvaart Maatschappij.*

Address

Fee *Liv 720.*

Received by me



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