

Lloyd's Register of British & Foreign Shipping

PH. 23 OCT 1908

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

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

Port of Survey *Leith*
Date of Survey *21st October 1908*
Name of Surveyor *J. M. Anderson*

Ship's Name <i>S. S. "Cabo de Plata"</i>	Port of Registry and Nationality. <i>Sanville Spanish</i>	Official Number. <i>✓</i>	Gross Tonnage. <i>✓</i>	Date of Build. <i>1908</i>	Particulars of Classification. <i>+100 A1 Awaiting Deck with Freeboard Contemplated</i>
Number in Register Book <i>Para 42308</i>					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
Length on LOADLINE		Frame Depth Rule	Ceiling Sheer	Peak Tanks
CORRECTED DIMENSIONS.				
Co-efficient of fineness	Any modification necessary [Para. 4 (a) to (e)*]			
Co-efficient as corrected				
Sheer at Stem... at Sternpost...	÷ 2 =		...Mean	
Sheer at 1/3 of the length from Stem Sternpost	÷ 2 =		...Mean	
Gradual mean Sheer			Correction	
Standard mean Sheer (Table, Para. 18)			Difference ÷ 4 =	
§ If limited as Para. 18 (f)				
Rise in Sheer from amidships [Para. 18 (e)]	At front of bridge house... At after end of forecastle			
Fall in sheer Para. 18 (d)	÷ 2 =		Correction	
Length uncovered				

Moulded Depth as measured	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	
Length in Table	
Difference	
Correction for 10ft., Table A.	Table C.
× Difference divided by 10	(if required.)
If 1/10ths length covered divide by 2	
CORRECTION FOR IRON DECK.	
Proportion covered, if less than 1/10ths length covered	
Thickness of usual wood deck, less stringer	
CORRECTION FOR ROUND OF BEAM.	
Breadth at Gunwale amidships	NOTE.— The round of beam should be reported on the full breadth of vessel at the gunwale.
Round of Beam	
Normal round	
Difference ÷ 2 =	
Proportion of Deck uncovered (Para. 19)	
Freeboard, Table A	
Correction for Sheer	
Correction for Length	
Allowance for Deck Erections	
Correction for Round of Beam	
Correction for fall in Sheer (if any)	
Correction for Iron Deck (if required)	
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	
Other Corrections (if any)	
Winter Freeboard	
Summer Freeboard	
Indian Summer Freeboard	
N. A. Winter Freeboard	
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.	
Winter Freeboard from deck line	
Summer " " " "	
Indian Summer " " " "	
N. A. Winter, " " " "	

ALLOWANCE FOR DECK ERECTIONS :—

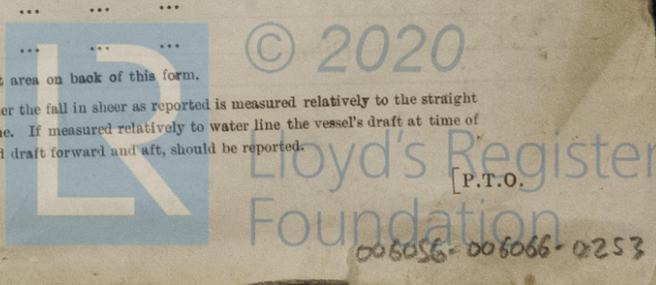
Freeboard, Table C		
Correction for Length, if required (Para. 12, 13, and 14)		
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)		
Difference		
Percentage as below		
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)		
Allowance for Deck Erections		
Length.	Length allowed.	Height.
Forecastle		
Bridge House		
† Raised Qr. Dk.		
Poop		
Total		
Length of Ship		
Corresponding percentage (Para. 11, 12, 13, or 14)		

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	" " "	...

* 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 flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of 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.



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

To what height do the Reverse Frames extend?

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

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

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted 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? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel 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?

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:—

Position and Size.	No 1 Hatch 16'0" x 12'0"		No 2 Hatch 24'0" x 12'0"		No 3 Hatch 24'0" x 12'0"		No 4 Hatch 18'0" x 12'0"		
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
COAMING	Height above top of DECK	2"	2"	2"	2"	2"	2"		
	Thickness { Sides..... Ends.....	9/20 8/20		9/20 8/20		9/20 8/20		9/20 8/20	
SHEERSTRAKES OR WEB PLATES.	Number	One	Two		Two		One		
	Section and Scantlings	8" x 3"	Double angles top & bottom 3" x 3" x 7/16	8" x 3"	Double angles top & bottom 3" x 3" x 7/16	8" x 3"	Double angles top & bottom 3" x 3" x 7/16		
	Material	Steel	Steel	Steel	Steel	Steel			
FORE AND AFTERS.	Number	Three	Three	7 x 6	Three	7 x 6	Three	7 x 7	
	Section and Scantlings	Cuik 8" x 6" Sides 7" x 5"	Cuik 8" x 6" Sides 7" x 5"	5 1/2" x 5"	Cuik 8" x 6" Sides 7" x 5"	5 1/2" x 5"	Cuik 8" x 6" Sides 7" x 5"	6" x 5"	
	Material	wood P.P.	wood P.P.		wood P.P.		wood P.P.		
HATCHES	Thickness	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.)

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 Sheerstakes?

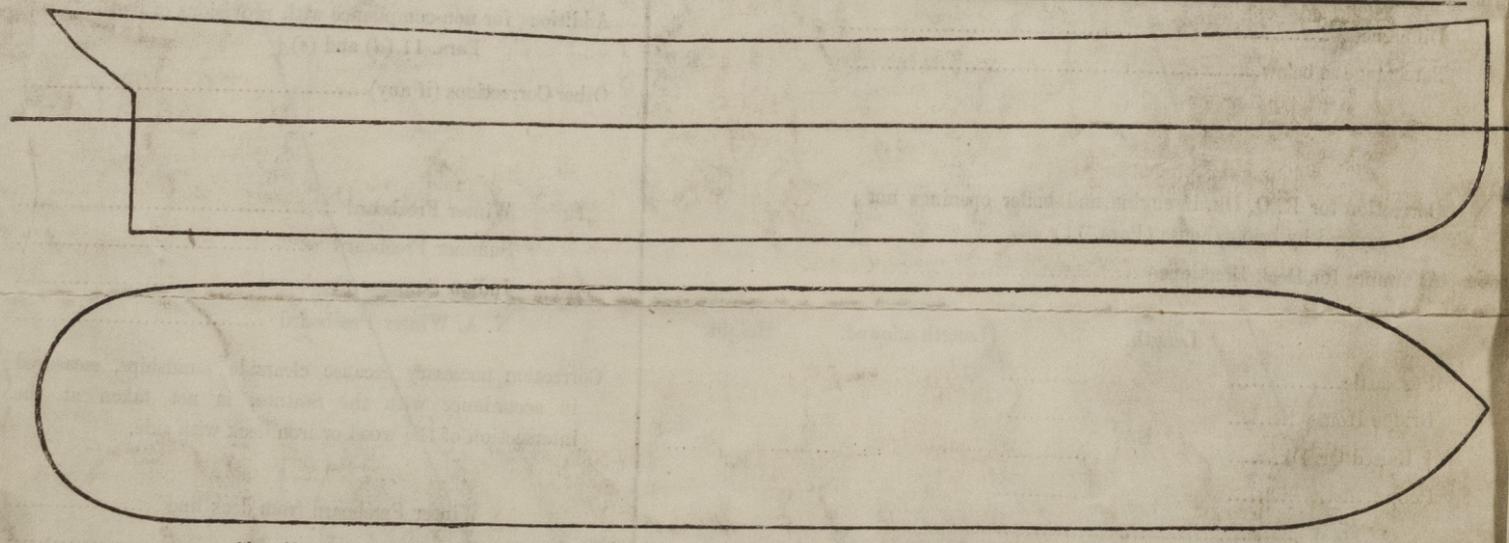
Delete the words { The Crew are, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel)	= Sq. ft.
	x		x			
	x		x			

Total deficiency or excess = 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

Owners

Address

Fee £

Received by me