

AUG 1930

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. STEAM SHIPS.

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

Port of Survey HULL
Date of Survey 6th August 1930
Name of Surveyor A. J. England

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>LIMPOPO</u> <u>S.B. No 678 SHIP.</u>	<u>LOURENÇO MARQUES</u> <u>PORTUGUESE.</u>	<u>✓</u>	<u>✓</u>	<u>1930.</u>	<u>Class contemplated</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>170.2'</u>	<u>30.2'</u>	<u>9.7'</u>	<u>370.62.</u>
<u>170.0</u>	Frame Depth <u>4"</u> Rule <u>3 1/2"</u> <u>2 - 0.08</u> <u>Spanning fitted</u>	Ceiling <u>fitted</u> Sheer <u>+ 38</u> <u>7 1/4 Drop in Tank</u> <u>+ 32</u>	Peak } <u>INCLOSURE</u> Tanks }
<u>170.0</u>	<u>30.12</u>	<u>10.40</u>	<u>370.62</u>

Moulded Depth as measured..... 11'6"Addition for Keel below base line
for draught record.....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.....	<u>170.0</u>
Length in Table	<u>138.0</u>
Difference	<u>32.0</u>
Correction for 10ft., Table A.	<u>9</u>
× Difference divided by 10	<u>2.88</u> Table C.
If 1/10ths length covered divide by 2	<u>1.44</u> (if required.)
	<u>+ 1 1/2</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	<u>.634</u>
Thickness of usual wood deck, less stringer	<u>3"</u>
2 1/2" Sheathing fitted	<u>mean effective thickness 2 3/4"</u>
	<u>- 1/4"</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>30.0</u>
Round of Beam	<u>7 1/2"</u>
Normal round.....	<u>4 1/2"</u>
Difference	<u>-</u> ÷ 2 =
Proportion of Deck uncovered (Para. 19)	<u>NIL</u>

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

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 Steel Deck (if required)

Additions for non-compliance with provisions of

Para. 11 (d) and (e) † Crew facilities in well not provided.

Other Corrections (if any)

For no sheathing in way of marking

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 wooden steel deck with side.

Winter Freeboard from deck line,

Summer " " " "

Indian Summer " " " "

N. A. Winter " " " "

BOARD 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	" " "	...	...	...	...	...	...	...	...

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.

MARKING FORM
14 AUG 1930
RECEIVED

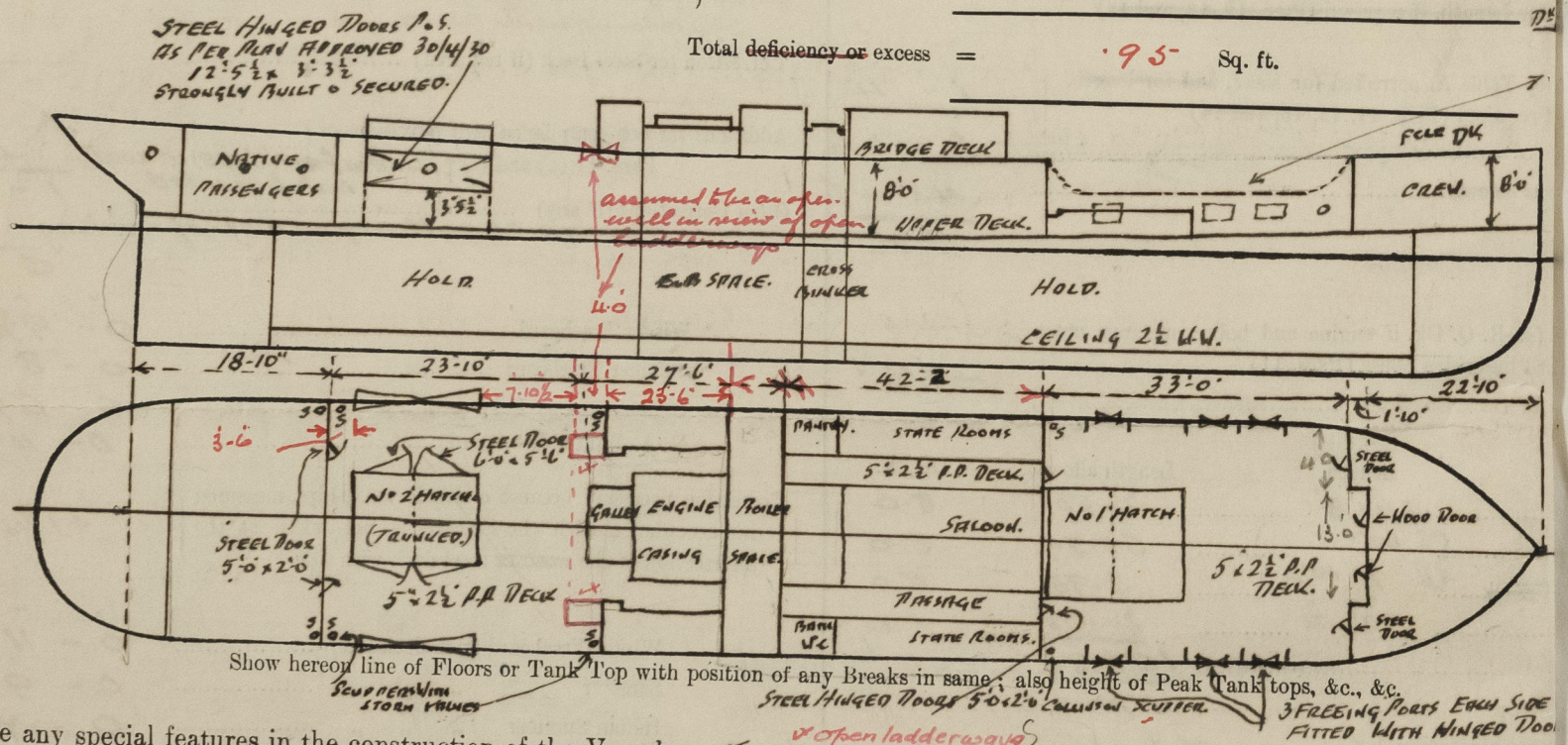
Do all the Frames extend to the top height in the Poop? YES Raised Quarter Deck? ✓ Bridge House? YES Forecastle? ✓
 To what height do the Reverse Frames extend? ✓
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? YES
 Give particulars of the means for closing the openings in Bulkhead 2 HINGED STEEL DOORS 5'-0" x 2'-0"
 Is the Poop or Raised Quarter Deck connected with the Bridge House? YES Has the Bridge House an efficient Bulkhead at the fore end? ✓
 Give particulars of the means for closing the openings in Bulkhead 2 STEEL HINGED DOORS 5'-0" x 2'-0" SECURED BY BUTTERFLY NUTS - (AS PER SKETCH ENCLOSED WITH THIS REPORT.)
 What is the thickness of the Bridge Front plating? .30 and Coaming plate? .42
 Give scantlings and spacing of the Stiffeners 6 1/2" x 3" x .34 RULB ANGLES SPACED 30" APART.
 Are bracket plates fitted at each end of the Stiffeners? YES WITH 4 NUTS Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? YES
 Has the Bridge House an efficient Iron Bulkhead at the after end? COVERED BY BRIDGE DECK. YES
 How are the openings closed? NO OPENINGS
 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? YES BY BRIDGE
 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? ENGINE CASING 2'-9" ABOVE BOILER 7'-6" ABOVE BRIDGE DECK. Are suitable means provided for closing all openings in them in bad weather? HINGED
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of the Rules? Give particulars below: YES.

Position.	No 1 UPPER DECK	No 2 BRIDGE DECK							
Size.	15'-6" x 10'-0"	12'-10" x 10'-0"							
Height above top of DECK	2'-6"	2'-6"							
COAMING. Sides.....	.42	.42							
Thickness Ends.....	.42	.42							
SHIFTING BEAMS OR WEB PLATES.									
Number.....	1	1							
Section and Scantlings.....	PLATE 12" x 32	PLATE 11" x 30							
Material.....	STEEL	STEEL							
* FORE AND AFTERS.									
Number.....	1	1							
Section and Scantlings.....	8" x 7"	6 1/2" x 7"							
Material.....	PITCH PINE	PITCH PINE							
HATCHES Thickness.....	2 7/8" W.W.	2 7/8" W.W.							
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 keel to lower edge of lowest side scuttle.) NO SIDE LIGHTS TO EFFECT FREEBOARD.

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. NO FAC PROVIDED TO ENABLE THE CREW TO GET TO AND FROM THEIR QUARTERS DEPENDING INTO THE WELL. THESE ARE NOT PROPOSED TO BE FIT
 Length of Bulwarks in well 33.0
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = 9.8 Sq. ft.
 Ft. Tenths. Ft. Tenths. No. 2.25 x 1.58 x 3
 Freeing Ports (each side of vessel) = 10.65 Sq. ft. STAYS BULWARK 8" x 35" 5'4" APART
 Total deficiency or excess = .95 Sq. ft.



State any special features in the construction of the Vessel ✓ open ladderways
 Builder's name and yard number EARLES S. B. & HULL YARD N° 678.
 Names of sister vessels ✓
 Owners EMPRESA DO LIMPORO LTA. (A. CUTO)
 Address LOURENZO MARQUES.
 Fee \pm See bill to be charged with F.E. Report. Received by me See F.E. Report.
 Calculations:
 $1.83 \times \frac{8}{21} = .70$
 23.53
 $23.5 \times \frac{3}{4} = 17.62$
 42.17
 $7.57 = 3.98$
 59.79

WE ENCLOSE UP TO DATE GENERAL ARRANGEMENT PLAN, ALSO SKETCH OF BRIDGE FRONT ELEVATION. A PROVISIONAL FREEBOARD ASSIGNED SEE LONDON LETTER M 14/30. THIS VESSEL IS EXPECTED TO SAIL ABOUT THE 14th/1st. AND WE SHOULD BE PLEASED TO RECEIVE THE FREEBOARD ASSIGNED AS EARLY AS POSSIBLE.