

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth 10.897	(a) Where D is greater than Table depth (D-Table depth) R =	Moulded Breadth (B)
Stringer plate 12	8.33 (10.917 - 9.750) 30 = +292	Standard Round of Beam = $\frac{B \times 12}{50} =$
Sheathing on exposed deck	(b) Where D is less than Table depth (if allowed) (Table depth-D) R =	Ship's Round of Beam =
$T \left(\frac{L-S}{L} \right) = 76 \times \frac{15.395}{146.301} = 8$	If restricted by superstructures	Difference =
Depth for Freeboard (D) = 10.917		Restricted to
		Correction = $\frac{\text{Diff}^e}{4} \times \left(1 - \frac{S_1}{L} \right) = 6.4$

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)
Peop enclosed	17.931	17.931	2.515	✓	17.931
" overhang	6.160	3.080			3.080
R.Q.D. enclosed					
" overhang					
Bridge enclosed	72.889	72.889	2.515	✓	72.889
" overhang aft	3.246	2.434			2.434
" overhang forward	1.219	.609			.609
Fore enclosed	17.172	17.172	2.515	✓	17.172
" overhang	2.042	1.021			1.021
Trunk aft for Erection	10.247	5.123			5.123
" forward					
Tonnage opening aft					
" " forward					
Total	130.906	120.259			120.259

Standard Height of Superstructure	229
" " R.Q.D.	0
Deduction for complete superstructure	106
Percentage covered $\frac{S}{L} =$	89.48%
" " $\frac{S_1}{L} =$	82.20%
" " $\frac{E}{L} =$	82.20%
Percentage from Table, Line A. (corrected for absence of forecastle (if required))	8.0
Percentage from Table, Line B. (corrected for absence of forecastle (if required))	7
Interpolation for bridge less than 2L (if required)	
Deduction = 1067 x .7803 =	-

SHEER CORRECTION.

0.12 1/3

Havana.

Particulars of fiddley funnel and ventilator coverings:— Fiddley openings are fitted with strong steel covers permanently attached in their proper positions. Engine Room skylight is of steel and is fitted with strong steel covers with substantial glass lights permanently attached in their proper positions.

Find Vents to Engine Room	24" x 25" x 10'-0"	above fiddley top.
Four Vents to Boiler Room	36" dia x 25" x 10'-0"	above fiddley top.
Four Exhaust Vents	20" dia x 25" x 12"	" " "

Closed funnel, no covering fitted.

— none. —

On Richard Dock.

In forward well: - Three steel companionways 5'3" x 2'9" with hinged teak covers, capable of being secured from both sides. Ht. of sill = 14".
Three " " 5'3" x 2'9" enclosed by steel deckbeams with teak horns capable of being secured from both sides.

In after well: - Five " " 5'3" x 2'9" with hinged teak covers, capable of being secured from both sides. Ht. of sill = 14".
One " " 5'3" x 2'9" enclosed by steel deckbeams with teak horns, capable of being secured from both sides. Ht. of sill = 10".

On Shade Dock.

To fore well, two open companionways 5'3" x 2'9" no coaming.
To after well, two " " " " " "

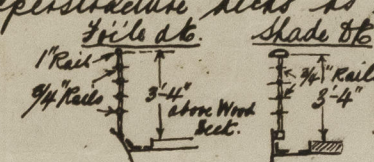
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<u>On Forecastle Deck.</u>	<u>In Superstructure & (Shed &c.)</u>	<u>On Foreboard Deck. (After Deck)</u>
1-2 1/4 dia. goose-neck 16 1/2 high Pts.	11 - 2 1/4 dia. goose-necks 16 1/2 high.	1-2 1/4 dia. goose-neck 16 1/2 high at center line.
1-2 1/4 " " " Pts.	12 - 2 1/4 " " " Slats.	1-2 1/4 " " " " "

wood plugs permanently attached in their proper position are provided for closing the openings of all hickies.

Between Superstructure & Deckboards
 Gangway Ports. P.S. $5'-6" \times 5'-0"$ for Passenger Accommodation
 Gangway Port. Portside $3'-1" \times 4'-6"$ & Influenza
 Between Deckboards & 2nd Deck.
 Cargo Ports. P.S. $4'-4" \times 4'-4"$ for use of ship's stores
 Cargo Port. Starboard $3'-3" \times 2'-2"$ for ventilating Galley.
 Coal Port. P.S. $3'-1" \times 4'-6"$ for Reserve Bunkets.
 2nd Coal Port. P.S. $2'-6" \times 2'-4\frac{1}{2}"$ for Bankers.
 All the above openings are fitted with

Particulars of Guard Rails:—Efficient guardrails or balustrades are fitted on all exposed portions of all superstructures
or superimposed superstructure decks as detailed on sketch:—
Railroad, N.Y.C. & H.R.



— bone —

accept-

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well	26'-1 1/2"	8'-0"	1'-0" x 1'-10"	one	1.83 \$	accept
Forward Well	36'-6"	8'-0"	2'-10" x 1'-10"	one	5.18 \$	190

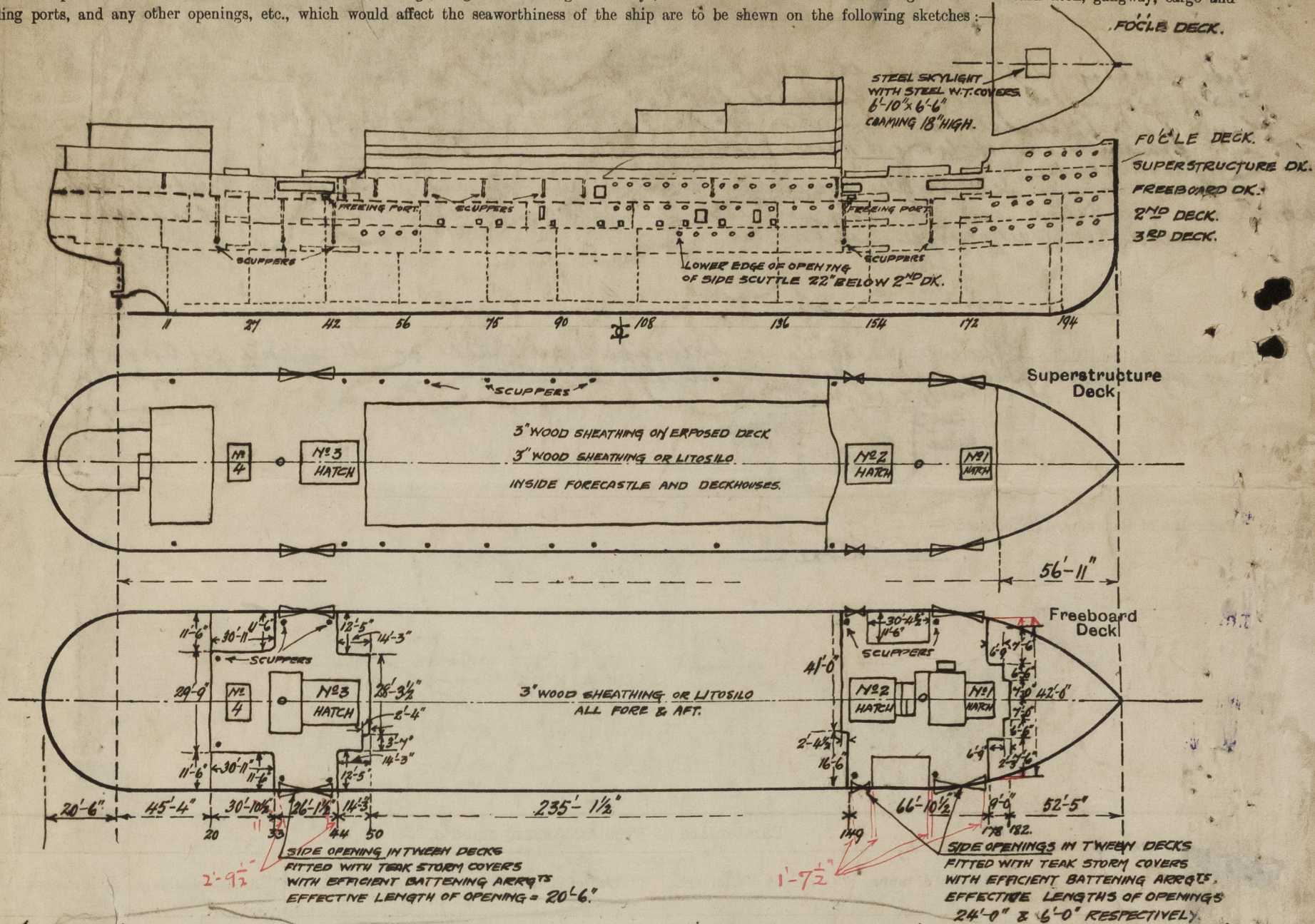
State position of each freeing port } After Well: — at fore end of well, 13" above deck.
(P. and A. position and height above deck edge) } Forward Well: — at after end of well, 12" above deck.
State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such: — Hinged Plate Shutters.

Additional area where sheer is less than standard.

Particulars of Superstructures, Trunks, Casings, Deckhouses.									
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings	
Poop Bulkhead	$\frac{3}{8}$ " ✓	$\frac{3}{8}$ " ✓	$3' \times 3' \times \frac{5}{16}$ " ✓	$3'-4"$ ✓	none	$\frac{9}{2} \frac{24}{2} \times \frac{5}{16}$ " $\frac{2}{2} \frac{27}{2} \times \frac{5}{16}$ "	10" ✓	$8'-0"$ ✓	
Raised Quarter Deck Bulkhead ...	✓								
Bridge, After Bulkhead	$\frac{5}{16}$ " ✓	$\frac{5}{16}$ " ✓	$2\frac{1}{2}' \times 2\frac{1}{2}' \times \frac{5}{16}$ " ✓	$3'-0"$ ✓	none	$\frac{1}{2} \frac{2}{2} \frac{5'-0"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{2'-0"}{2} \times \frac{5}{16}$ "	10" ✓	$8'-0"$ ✓	
Bridge, Forward Bulkhead	$\frac{1}{2}$ " ✓	$\frac{1}{2}$ " ✓	$6' \times 3' \times \frac{3}{8}$ " ✓	36" ✓	Bushets at top & bottom	$\frac{1}{2} \frac{2}{2} \frac{5'-0"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{4'-0"}{2} \times \frac{5}{16}$ "	14½" ✓	$8'-0"$ ✓	
Forecastle Bulkhead	$\frac{1}{2} \times \frac{3}{8}$ " ✓	$\frac{1}{4}$ " ✓	$2\frac{1}{2}' \times 2\frac{1}{2}' \times \frac{5}{16}$ " ✓	34" ✓	none	$\frac{1}{2} \frac{2}{2} \frac{24'-0"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{21'-0"}{2} \times \frac{5}{16}$ "	9½" ✓	$8'-0"$ ✓	
SUPERIMPOSED FORECASTLE BHD	$30 \times \frac{1}{2}$ " ✓	$\frac{1}{16}$ " ✓	$3\frac{1}{2}' \times 3\frac{1}{2}' \times \frac{3}{8}$ " ✓	30" ✓	Bushets at top & bottom	$\frac{1}{2} \frac{2}{2} \frac{2'-5"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{2'-0"}{2} \times \frac{5}{16}$ "	18" ✓	$8'-0"$ ✓	
Trunk, Aft	✓								
Trunk, Forward	✓								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓								
Exposed Machinery Casings on Super-structure Decks	✓								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances	$\frac{3}{8}$ " ✓	$\frac{3}{8}$ " ✓	$4' \times 3' \times \frac{3}{8}$ " ✓	33" ✓	none	$\frac{1}{2} \frac{2}{2} \frac{2'-0"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{2'-2"}{2} \times \frac{5}{16}$ " $\frac{1}{2} \frac{2}{2} \frac{2'-5"}{2} \times \frac{5}{16}$ "	9" ✓	$8'-2"$ ✓	
Deckhouses on Flush Deck Ships ...	✓								

Poop Bulkhead	<i>Strong teak doors</i> ✓
Raised Quarter Deck Bulkhead ...	✓
Bridge, After Bulkhead	<i>Steel weathertight doors & strong teak doors.</i> ✓
Bridge, Forward Bulkhead	<i>Steel weathertight doors.</i>
X SUPERIMPOSED POLE	
Forecastle Bulkheads... ..	<i>Strong teak doors.</i> ✓
Exposed Machinery Casings on Freeboard or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Superstructure Decks	✓
Machinery Casings within Superstructures not fitted with Glass I Closing Appliances	<i>Hinged steel doors.</i> ✓
Weekhouses on Flush Deck Ships ...	<i>All doors are capable of being manipulated from both sides</i>

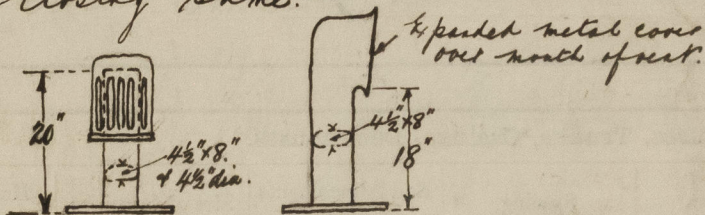
Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:



Note: Vessel surveyed afloat and survey confined to an examination of the means of closing the openings in the decks and sides of the vessel.

State any special features in the construction of the ship:—

Note: That in addition to the various ventilators detailed in this report there are several ventilators on the superstructure &c (Shade &c) to accommodation spaces and bunkers as per sketches below, and that all are provided with canvas covers as a means of closing same:—



Vent. to Bunkers. Vent. to accommodation.

FO'LE Len encl. = 52.42'

ADD $\frac{9.0 \times 7.5 \times 2}{42} = 3.22$

$\frac{6.5 \times 2.25 \times 2}{42} = .70$

$\frac{3.92}{56.34} = \text{Eqns Encl}$

O.H. = $9.0 - 3.92 = 5.08$

$\frac{1.62}{6.70}$

POOP LEN = 45.33

ADD $\frac{30.92 \times 11.5 \times 2}{52.75} = 13.50$

$\frac{58.83}{58.83} = \text{Eqns}$

O.H. = 20.21

BRIDGE LEN encl = 232.75'

O.H. for'd = $2'-4\frac{1}{2}" + 1'-7\frac{1}{2}" = 4.00'$

ADD AFT. $\frac{14.25 \times 12.42 \times 2}{56.71} = 6.24$

$\frac{3.58 \times 2.33}{56.71} = .15$

$\frac{232.75}{6.39} = 239.14 = \text{Eqns Encl}$

O.H. aft = $14.25 - 6.39 = 7.86$

$\frac{2.79}{10.65}$

Builder's name and yard number

Messrs Soc. Española de Construcción Naval, Bilbao.

Names of sister ships

Owners

Messrs Cia. Transatlántica.

Fee

Pls = 1070
Expenses = 16
Total = 1086

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