

Lloyd's Register of Shipping

SURVEYS FOR FREEBOARD-STEAMERS

(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

New York Office Index No.
 Port of Survey *Mobile* ...
 Date of Survey *While Completing* ...
 Name of Surveyor *J. Rennie* ...

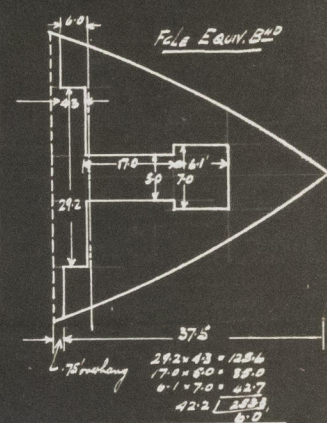
Ship's Name. *PHILAE EN TRENTO* Port of Registry and Nationality. *PANAMA CITY PANAMANIAN* Official Number. *4403* Gross Tonnage. *1920 Completed 1940-41* Date of Build. *1920 Completed 1940-41* Particulars of Classification. *+ 100 A 1. (Contemplated)*

Owner. *George Corporation* Builder. *International Shipbuilding Co. Panama* Hull No.

Moulded dimensions *370.9 x 52.0 x 27.6* (85% = 23.375') (Completed by Panama D.S. 3.3.6 Mobile also.)
 Moulded displacement at a moulded draught of 85 per cent. of moulded depth *10750*
 Coefficient of fineness for use with tables *.835*

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	<i>27.50</i>	(a) When D is greater than $\frac{L}{15}$	$(D - \frac{L}{15}) \times R = \frac{27.50 - 24.72 \times 2852}{15} = 8.04$	Standard $\frac{52 \times 12}{50} =$	<i>12.48</i>
Stringer plate	<i>.47</i>	(b) When D is less than $\frac{L}{15}$ (if allowed)		Ship ...	<i>12.5</i>
Sheathing in wells				Difference	<i>...</i>
$T(\frac{L-S}{L}) =$				Restricted to	<i>...</i>
Depth D =	<i>27.54</i>	If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) =$	<i>✓</i>

SUPERSTRUCTURES.					
	Mean Covered Length S.	Effective Length S _e (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	<i>23.0</i>	<i>23.0</i>	<i>8.0</i>	<i>✓</i>	<i>23.0</i>
" overhang	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
R.Q.D. enclosed	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
" overhang	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
Bridge enclosed	<i>114.75</i>	<i>114.75</i>	<i>8.0</i>	<i>✓</i>	<i>114.75</i>
" overhang aft	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
" overhang forward	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
File enclosed	<i>31.5</i>	<i>31.5</i>	<i>8.0</i>	<i>✓</i>	<i>31.5</i>
" overhang	<i>6.75</i>	<i>4.19</i>	<i>✓</i>	<i>✓</i>	<i>4.19</i>
Trunks forward	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
" aft	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
Tonnage opening	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>	<i>✓</i>
Total =	<i>176.00</i>	<i>173.44</i>			<i>173.44</i>
Length of ship (L) =	<i>370.75</i>	<i>370.75</i>			<i>370.75</i>
% Covered ... =	<i>47.28</i>	<i>46.78</i>			<i>46.78</i>
Corresponding % corrected for absence of forecastle if required A =	<i>47.45</i>	<i>B = 33.26</i>			<i>46.78</i>
Allowance ... =	<i>40.05</i>	<i>33.26</i>			<i>46.78</i>
					<i>Correction for Bridge less than 2 L if required = -13.32</i>



SHEER.					
Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>41.00</i>	<i>47.08</i>	<i>41.0</i>	<i>1</i>	<i>41</i>
2	<i>12.00</i>	<i>20.95</i>	<i>12.0</i>	<i>4</i>	<i>48</i>
3	<i>0</i>	<i>5.18</i>	<i>0</i>	<i>2</i>	<i>0</i>
4	<i>0</i>	<i>0</i>	<i>0</i>	<i>4</i>	<i>0</i>
5	<i>3.00</i>	<i>10.36</i>	<i>3.0</i>	<i>2</i>	<i>6</i>
6	<i>23.00</i>	<i>41.90</i>	<i>23.0</i>	<i>4</i>	<i>92</i>
F.P. 7	<i>84.00</i>	<i>94.15</i>	<i>84.0</i>	<i>1</i>	<i>84</i>
Mean effective sheer				<i>18</i>	<i>271.0</i>
Standard sheer .05 L + 5 =					<i>18.05</i>
Difference (Df) =					<i>23.54</i>
Allowance = $Df \times (.75 - \frac{S}{2L}) = 8.49 (.75 - \frac{176}{2 \times 370.75}) =$					<i>+ 4.35</i>
If limited on account of amidship superstructure					<i>✓</i>
If limited on account of excess sheer (1 1/2 in. per 100 ft.)					<i>✓</i>

If excess sheer forward and deficient sheer aft:—
 Actual sheer aft
 Standard sheer aft = } *Deficient*
 Actual sheer forward
 Standard sheer forward = }

Length of enclosed superstructure L
 Forward of amidships = $\frac{56.5}{370.75} = .150$
 Aft of amidships = $\frac{58.25}{370.75} = .154$

DRAFTS.		F. W. ALLOWANCE		TABULAR FREEBOARD	
Moulded Depth D =	<i>27.50</i>	Displacement =	<i>10050</i>	Corrected for Coefficient $\frac{.835 + .68}{1.36} =$	<i>.1114</i>
Stringer Plate =	<i>.04</i>	Tons per inch =	<i>41.2</i>	Correction for Depth	
Freeboard	<i>27.54</i>			" Superstructures	<i>8.04</i>
Moulded draught	<i>21.81</i>			" Sheer	<i>4.35</i>
Addition for keel below base line	<i>.19</i>			" Camber	<i>✓</i>
Extreme draught	<i>22.00"</i>			" Thickness of deck	<i>✓</i>
				" Scantlings, etc.	<i>✓</i>
					<i>12.39 13.32 = 0.93</i>
				Summer Freeboard =	<i>68.83</i>

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <i>UPPER</i> Deck:—					
Tropical Fresh Water Line (above center of Disc)	<i>11 1/2"</i>	<i>292"</i>	Tropical Fresh Water Freeboard	<i>4.9 3/4"</i>	<i>1746 mm.</i>
Fresh Water Line	<i>6 1/2"</i>	<i>152"</i>	Fresh Water	<i>5.2 3/4"</i>	<i>1894</i>
Tropical Line	<i>5 1/2"</i>	<i>140"</i>	Tropical	<i>5.3 3/4"</i>	<i>1906</i>
Winter Line (below)	<i>5 1/2"</i>	<i>140"</i>	Winter	<i>6.2 3/4"</i>	<i>1876</i>
Winter North Atlantic Line	<i>✓</i>	<i>✓</i>	Winter North Atlantic	<i>✓</i>	<i>✓</i>

Handwritten notes: *Quadr. .63*, *Keel .97*, *Strap .68*, *2.28"*

Note:—The Rules referred to below are the Load Line Regulations of the United States Department of Commerce.
(These should be consulted when completing the report.)

Is the poop or raised quarter deck connected with the bridge? No
Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? Yes
Give particulars of the means of closing the openings in this bulkhead (Rules 43 and 44) one portable steel plate with hook bolts (braced steel web door unit)
Has the bridge an efficient steel bulkhead at the fore end? Yes
Give particulars of the means of closing the openings in this bulkhead Two hinged steel watertight doors operated from both sides
Has the bridge an efficient steel bulkhead at the after end? Yes
Give particulars of the means of closing the openings in this bulkhead one portable steel plate with hook bolts (braced steel web door unit) one hinged steel
Has the forecastle an efficient steel bulkhead at the after end? OPEN AT FORE
Give particulars of the means of closing the openings in this bulkhead hinged steel doors at sides and in fore & after ends. Operated both sides.
Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? BRIDGE
If the openings are not so protected, are the exposed parts of the casing efficiently constructed?
Give thickness of plating, scantlings and spacing of stiffeners 1/2" coaming, 1/2" plate 4 x 3 1/2" L 25' apart
Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? Yes

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating	Coaming 1/2" PL 3/8	Coaming 1/2" PL 3/8	Coaming 1/2" PL 3/8	Coaming 1/2" PL 3/8
Scantlings of stiffeners	6 x 3 1/2 x 3/4 L	8 x 3 1/2 x 2 1/2 L	4 x 3 x 3/4 L	4 x 3 x 3/4 L
Spacing of stiffeners, and if bracketed	32" ends welded	30" 3/4 T-3	24-30 No 4/6	29" in 1st
Height of sills of openings above deck	9"	16"	16" or 19"	13"

Particulars of weather deck hatchways.

(In case of complete superstructure vessels having tonnage openings, give, in addition, particulars of 2nd deck hatchways, and also of those in bridge spaces closed by Class 2 appliances, or in open bridges).

Position and Size.	N° 1, 2, 4, 5		N° 3		N° 2		N° 1	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING: Height above top of DECK	24		20		10		6	
Thickness	1/2"		7/16		7/16		3/8	
SHIFTER BEAMS OR WEB PLATES:								
Number	5		None		None		None	
Section and Scantlings	4 x 3 1/2 x 3/4 L		None		None		None	
Material	1/4 x 7/16 PLATE		None		None		None	
FORE AND AFTERS:								
Number	None		3		3		None	
Section and Scantlings	None		10 x 4 1/2 x 3/4 L		10 x 4 1/2 x 3/4 L		None	
Material	None		None		None		None	
HATCHES Thickness	2 3/4		2 3/4		2 3/4		3/4 steel	
Remarks							water-tight cover	

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

Are Rules 12, 13, 14, 15, 16, 17, 18 complied with as far as practicable? Yes

Are hatchway coamings stiffened in accordance with Rule 9? Yes

Length of bulwarks in wells—forward: 91-4 1/2 feet; aft: 108-1/4 feet.

Area of freeing ports required by regulations (Rules 30 and 100) forward: 18 sq. ft.; aft: 21 sq. ft.

No. Ft. X Ft.

Particulars of freeing ports fitted { forward well } 4 x 3-0 x 1-6 = 18 sq. ft. and 2 mooring pipes.
on each side of vessel { after well } 5 x 3-0 x 1-6 = 22.5 sq. ft.

Are Rules 23 and 24 complied with as far as practicable? Yes

Are air pipes to tanks in accordance with Rule 25? Yes

Are all scuppers and sanitary discharge pipes in accordance with Rule 27? Yes

In oil tankers, what is the extent of the fore and aft gangway?

Are the crew berthed in the forecastle? (Rule 96).

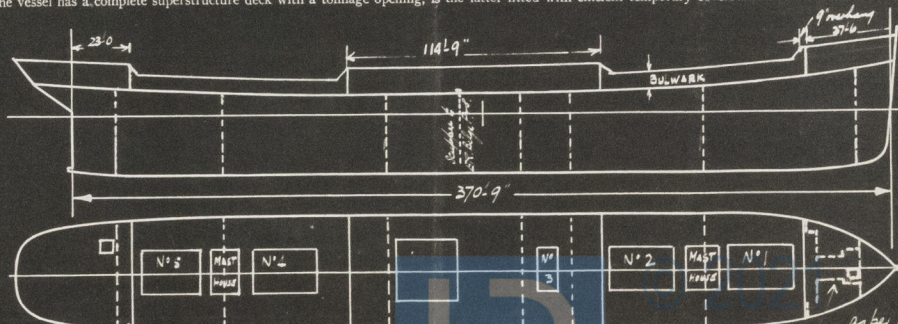
Is the gangway strong and efficiently braced fore and aft?

State spacing of supports _____ feet.

In oil tankers, are the bulwarks open for at least half the length of the exposed portion of the weather deck? (Rule 100).

Are Rules Nos. 95, 97, 98 and 99 complied with as far as practicable? Yes

If the vessel has a complete superstructure deck with a tonnage opening, is the latter fitted with efficient temporary covers?



Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).
Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: 'AMECO' now converted into a TANKER.

Fee: \$ 70.00 Expenses (if any) \$ 10

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Foundation