

# 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. **35231**  
Port of Survey **Hong Kong**  
Date of Survey **while building**  
Name of Surveyor **S. H. Macdonald**

Ship's Name. <b>LEGAZPI</b>	Port of Registry and Nationality. <b>American</b> <b>Cebu PI</b>	Official Number.	Gross Tonnage. <b>1178.68</b>	Date of Build. <b>1937</b>	Particulars of Classification. <b>*100 AI</b> <b>contemplated</b>
Number in Register Book.....					
Owner <b>La Naviera Filipina Inc.</b>		Builder <b>The Hong Kong &amp; Shanghai Dock Co. Ltd.</b>		Hull No. <b>767</b>	
Moulded dimensions <b>210'-0" × 40'-0" × 15'-9"</b> (85% = )					
Moulded displacement at a moulded draught of 85 per cent. of moulded depth <b>2253 tons</b>					
Coefficient of fineness for use with tables. <b>.702</b>					

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	15.75	(a) When $D$ is greater than $\frac{L}{15}$		Standard $\frac{40 \times 12}{50} = \dots$	9.60.
Stringer plate	.04	$(D - \frac{L}{15}) \times R = (15.79 - 14.00) \times 1.615 + 2.89$		Ship ... <b>10.0</b>	10.00.
Sheating in wells <b>2 1/2" wood on fore and aft</b>		(b) When $D$ is less than $\frac{L}{15}$ (if allowed)		Difference ...	4.0
$T(\frac{L-S}{L}) =$		$(\frac{L}{15} - D) \times R = \dots$		Restricted to	
Depth $D =$	15.79	If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{4.0 \times .8317}{4} = .8317$	.08"

### SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed					
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed					
" overhang aft					
" overhang forward					
F'cle enclosed	36'-3" 34.00	34.00	7'-6"	✓	34.00
" overhang	5" 2.67	1.33	7'-6"	✓	1.33
Trunks forward					
" aft					
Tonnage opening					

Total = **36.67**      **35.33**      **35.33**  
Length of ship (L) = **210.00**      **210.00**      **210.00**  
% Covered... = **17.46**      **16.83**      **16.83**  
Corresponding %, corrected for absence of forecastle if required } **A = 8.41**      **B =**      Correction for Bridge less than 2 L if required }  
Allowance ... = **27.00**      **× .0841**      = **- 2.27"**

### SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	38.125	31.000	38.125	1	38.125
2	14.125	13.800	14.125	4	56.500
3	3.875	3.400	3.875	2	7.750
4	0.000			4	
5	6.875	6.800	6.875	2	13.750
6	29.500	27.600	29.500	4	118.000
F.P. 7	64.375	62.000	64.375	1	64.375

If excess sheer forward and deficient sheer aft:—

Actual sheer aft  
Standard sheer aft =

Actual sheer forward  
Standard sheer forward =

Length of enclosed superstructure

L

Forward of amidships =

Aft of amidships =

Mean effective sheer ... = **18) 298.50**  
Standard sheer .05 L + 5 = **16.58**  
Difference (Df) = **15.50**  
Allowance =  $Df \times (.75 - \frac{S}{2L}) = 1.08 \times .663 = .72$   
If limited on account of amidship superstructure ... = **nil**  
If limited on account of excess sheer (1 1/2 in. per 100 ft.) ... =

DRAFTS.		F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)	
Moulded Depth $D =$	15'-9"	Displacement = <b>2325</b>	Corrected for Coefficient $\frac{7.2 + .68}{1.36} = \frac{1.382}{1.36}$	<b>24.80</b>
Stringer Plate = (or Wood Deck)	0 1/2"	Tons per inch = <b>16.25</b>		<b>25.20</b>
Freeboard	15'-9 1/2"		Correction for Depth ...	
Moulded draught	2'-1 3/4"		" Superstructures ...	
Addition for keel below base line	1"	$\frac{2325}{40 \times 16.25} = 3 1/2"$	" Sheer ...	
Extreme draught	13'-8 3/4"		" Camber ...	
			" Thickness of deck ...	
			" Scantlings, etc. ...	
				<b>+ 0.54</b>
			Summer Freeboard =	<b>25.74</b>

### SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, upper Deck:—

Tropical Fresh Water Line (above center of Disc)	7"	Tropical Fresh Water Freeboard	2'-1 3/4"
Fresh Water Line	3 1/2"	Fresh Water	1'-6 3/4"
Tropical Line	3 1/2"	Tropical	1'-10 1/4"
Winter Line (below " )	3 1/2"	Winter	2'-5 1/4"
Winter North Atlantic Line	5 1/2"	Winter North Atlantic	2'-7 1/4"



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? ☒  
Has the poop or raised quarter deck an efficient steel bulkhead at the fore end? ☒  
Give particulars of the means of closing the openings in this bulkhead (Rules 40 and 44) ☒  
Has the bridge an efficient steel bulkhead at the fore end? ☒  
Give particulars of the means of closing the openings in this bulkhead ☒  
Has the bridge an efficient steel bulkhead at the after end? ☒  
Give particulars of the means of closing the openings in this bulkhead ☒  
Has the forecastle an efficient steel bulkhead at the after end? ☒  
Give particulars of the means of closing the openings in this bulkhead ☒  
Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? ☒  
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. *32" to 28" 4 1/2" x 3" x 34 32"*  
Are Rules Nos. 19, 20, 21 and 22 complied with (where applicable)? ☒

Particulars of bulkheads of erections:

	Poop or Raised Quarter-Deck Bulkhead	Bridge front bulkhead	Bridge after bulkhead	Forecastle bulkhead
Thickness of bulkhead plating				30 Coaming 26 plating
Scantlings of stiffeners				3 1/2 x 3" x 30
Spacing of stiffeners, and if bracketed				30" No
Height of sills of openings above deck				21"

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 <sup>o</sup> 1 24' 4 1/2" x 10'-0"		N <sup>o</sup> 2 11'-3" x 10'-0"		N <sup>o</sup> 3 64' 9' 4 1/2" x 10'-0"		50' aft of fore 24' x 20"			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING: Height above top of DECK	24		24		18' to 21"		21"			
Thickness	Sides	.44	.44		.44		7/8"			
	Ends	.44	.44		.44		7/8"			
SHIFTING BEAMS OR WEB PLATES.	Number	3	1		1					
	Section and Scantlings	7 1/2" x 30" plate 11 1/2" x 30" x 3/8" x 20' L	9 1/2" x 30" x 3/8" x 20' L		9 1/2" x 30" x 3/8" x 20' L					
	Material	Steel	Steel							
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness	3" Wood		3" Wood		2 1/2" Wood		2 3/8" Wood			
Remarks										

\* 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? ☒

Are hatchway coamings stiffened in accordance with Rule 9? ☒

Length of bulwarks in wells—forward: 63'-9" feet; aft: 71'-9" feet.

Area of freeing ports required by regulations (Rules 30 and 100) forward: 13 sq. ft.; aft: 14.3 sq. ft.  
No. Ft. x Ft.

Particulars of freeing ports fitted { forward } 3'-0" x 1'-6" (3) = 13 1/2 sq. ft.  
on each side of vessel { well } 3'-0" x 1'-6" (2)  
{ after } 4'-0" x 1'-6" (1) 15 sq. ft. = sq. ft.

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

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

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

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

Is the gangway strong and efficiently braced fore and aft? ☒

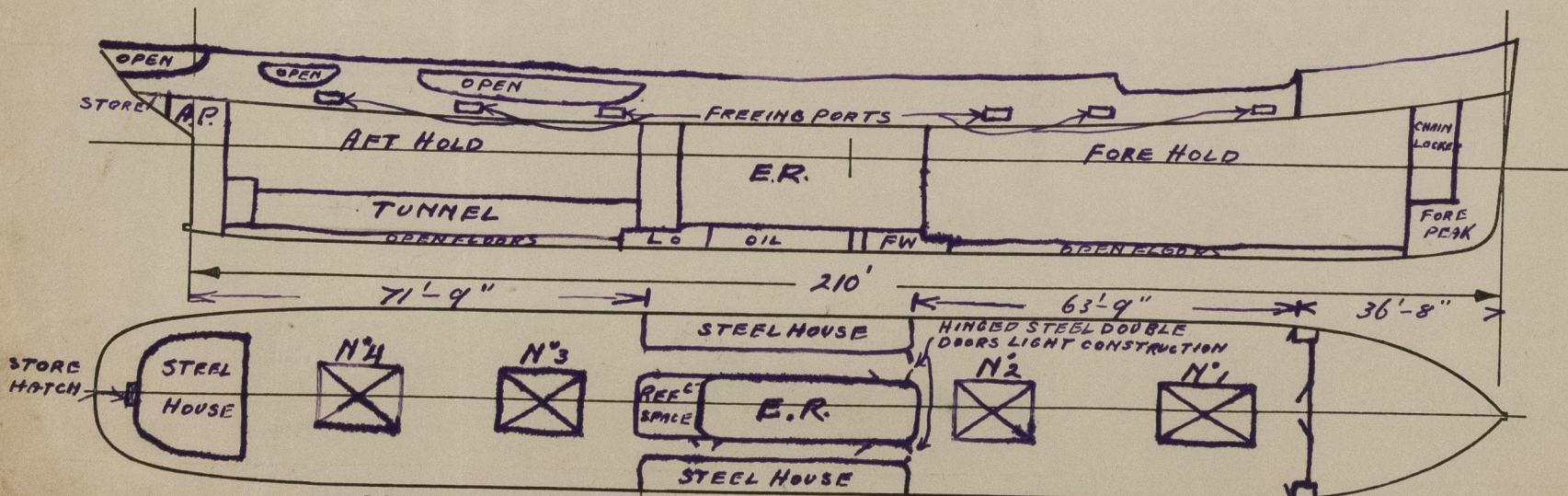
Are the crew berthed in the forecastle? (Rule 96). ☒

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? ☒

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



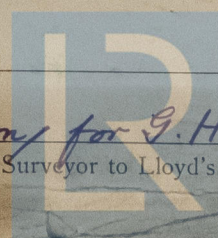
Indicate thickness and extent of any deck covering, and extent of erections, with dimensions, showing overhang (if any).  
Indicate position of scuppers from tonnage-exempted spaces above freeboard deck.

Sister vessels: ☒

Fee: \$15-0-0

Expenses (if any) New York \$27-00

J. H. Morrison for G. H. Macdonald  
Surveyor to Lloyd's Register of Shipping.



© 2021

Lloyd's Register Foundation