

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.A. Macdonald*

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

DEPTH FOR FREEBOARD.		CORRECTION FOR DEPTH.		CAMBER	
Moulded depth	<i>15.75</i>	(a) When D is greater than $\frac{L}{15}$		Standard $\frac{40 \times 12}{50} = \dots$	<i>9.60</i>
Stringer plate	<i>.48</i>	$(D - \frac{L}{15}) \times R = (.1579 - .1400) \cdot 1.615 + 2.89$		Ship ... <i>10.00</i>	<i>10.00</i>
Sheating in wells <i>2 1/2 Wood on forecastle</i>		(b) When D is less than $\frac{L}{15}$ (if allowed)		Difference ...	<i>4.0</i>
$T \left(\frac{L-S}{L} \right) =$		$(\frac{L}{15} - D) \times R = \dots$		Restricted to ...	
Depth $D =$	<i>15.79</i>	If restricted by height of superstructures		Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \frac{4.0 \times .8317}{4} = - .08$	<i>- .08</i>

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S _e (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	<i>36'-3" 34.00</i>	<i>34.00</i>	<i>7'-6"</i>	<i>✓</i>	<i>34.00</i>
" overhang	<i>5" 2.67</i>	<i>1.33</i>	<i>7'-6"</i>	<i>✓</i>	<i>1.33</i>
Trunks forward					
" aft					
Tonnage opening					
Total =	<i>36.67</i>	<i>35.33</i>			<i>35.33</i>
Length of ship (L) =	<i>210.00</i>	<i>210.00</i>			<i>210.00</i>
% Covered ... =	<i>17.46</i>	<i>16.83</i>			<i>16.83</i>
Corresponding %, corrected for absence of forecastle if required } $A =$ <i>8.41</i>					
Allowance ... =	<i>27.00</i>	$\times .0841$			$= - 2.27"$

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>38.125</i>	<i>31.000</i>	<i>38.125</i>	<i>1</i>	<i>38.125</i>
2	<i>14.125</i>	<i>13.800</i>	<i>14.125</i>	<i>4</i>	<i>56.500</i>
3	<i>3.875</i>	<i>3.410</i>	<i>3.875</i>	<i>2</i>	<i>7.750</i>
4	<i>0.0</i>	<i>6.820</i>	<i>6.875</i>	<i>4</i>	<i>13.750</i>
5	<i>6.875</i>	<i>27.600</i>	<i>29.500</i>	<i>2</i>	<i>118.000</i>
6	<i>29.5</i>	<i>62.000</i>	<i>64.375</i>	<i>4</i>	<i>64.375</i>
F.P. 7	<i>64.375</i>			<i>1</i>	
Mean effective sheer ...					<i>18) 298.50</i>
Standard sheer .05 L + 5 =					<i>16.58</i>
Difference (Df) ...					<i>15.50</i>
Allowance = $Df \times (.75 - \frac{S}{2L}) = 1.08 \times .663$					<i>1.08</i>
If limited on account of amidship superstructure ...					<i>- .72</i>
If limited on account of excess sheer (1 1/2 in. per 100 ft.) ...					<i>nil</i>

If excess sheer forward and deficient sheer aft:—
 $\frac{\text{Actual sheer aft}}{\text{Standard sheer aft}} =$
 $\frac{\text{Actual sheer forward}}{\text{Standard sheer forward}} =$
 Length of enclosed superstructure L
 Forward of amidships =
 Aft of amidships =

DRAFTS.

Moulded Depth $D =$	<i>15'-9"</i>
Stringer Plate = (or Wood Deck)	<i>0 1/2"</i>
Freeboard	<i>15'-9 1/2"</i>
Moulded draught	<i>2'-1 3/4"</i>
Addition for keel below base line	<i>1"</i>
Extreme draught	<i>13'-8 3/4"</i>

F. W. ALLOWANCE

Displacement = <i>2325</i>	
Tons per inch = <i>16.25</i>	
$\frac{2325}{40 \times 16.25} = 3 1/2"$	

TABULAR FREEBOARD

Corrected for Coefficient $\frac{7.2 + .68}{1.36} = \frac{1.382}{1.36}$		<i>24.80</i>
Correction for Depth ...	<i>2.89</i>	
" Superstructures ...	<i>- 2.27</i>	
" Sheer ...	<i>- .08</i>	
" Camber ...	<i>- .08</i>	
" Thickness of deck ...	<i>-</i>	
" Scantlings, etc. ...	<i>-</i>	
Summer Freeboard =	<i>2.89</i>	<i>25.74</i>

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

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

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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" x 3" x 30" 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 ^o 1 24'-4 1/2" x 10'-0"		N ^o 2 11'-3" x 10'-0"		N ^o 3 9'-4 1/2" x 10'-0"		50 aft door 24' x 20"			
	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		7/16			
	Ends	.44	.44		.44		7/16			
SHIFTING BEAMS OR WEB PLATES.	Number	3	1		1					
	Section and Scantlings	7/16" 3/16" plate 11/16" 3 x 3 x 20 Ls	9/16" 7/16" 3/16" 3 x 3 x 20 Ls		9/16" 7/16" 3/16" 3 x 3 x 20 Ls					
	Material	Steel	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? Yes

Are hatchway coamings stiffened in accordance with Rule 9? Yes

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 on each side of vessel

forward well	3'-0" x 1'-6" (3) = 13 1/2 sq. ft.
	3'-0" x 1'-6" (2)
after well	4'-0" x 1'-6" (1) = 15 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?

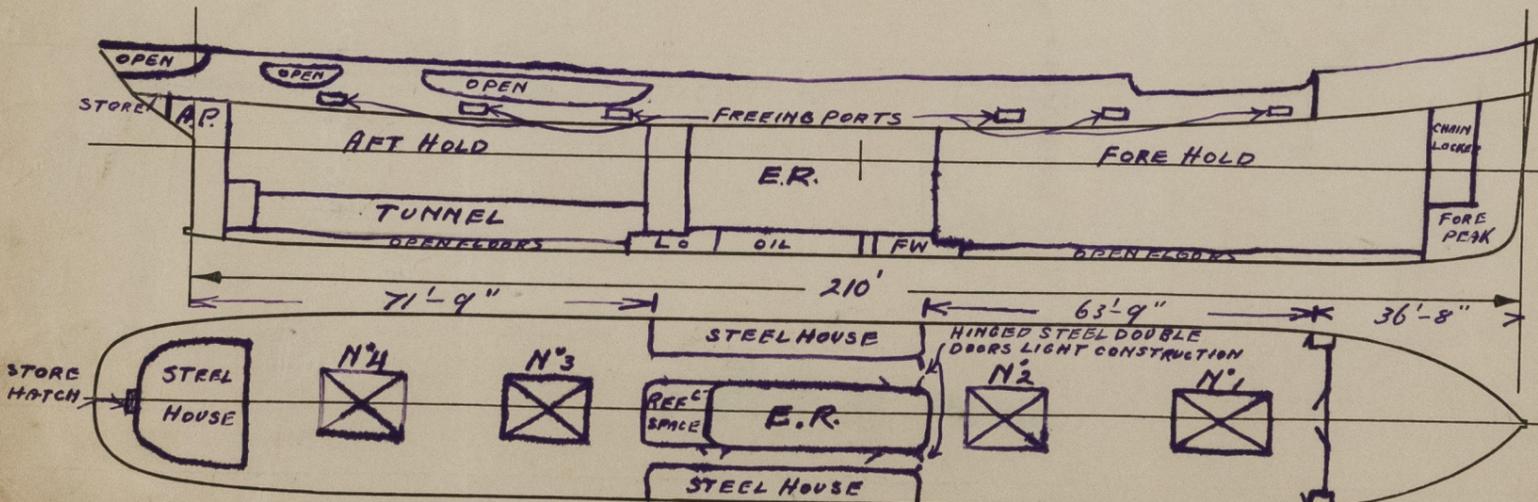
Are the crew berthed in the forecastle? (Rule 96)

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?

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

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