

26 FEB 1937

Index. No. 33778
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. N^o 3886.

Computation of Freeboard for Steamer, Sailing Ship, Tanker					VESSEL SURVEYED AFLOAT	
having <u>1 DECK (STL) & SHELTER (STL). 3RD DECK IN N^o 1 & AFTER HOLD.</u>					Port of Survey <u>DUNKIRK.</u>	
(Type of Superstructures.)					Date of Survey <u>21/23RD FEB. 1937.</u>	
Ship's Name	Nationality and Port of Registry	Official Number	Gross Tonnage	Date of Build	Name of Surveyor <u>J. H. M. A. M. A. M.</u>	
<u>"ARTZA-MENDI."</u>	<u>SPANISH. BILBAO.</u>	<u>...</u>	<u>2955.</u>	<u>7/1930.</u>	Particulars of Classification <u>* 100A1.</u> <u>WITH FREEBOARD.</u>	
Moulded Dimensions: Length <u>335'0</u> Breadth <u>45'6</u> Depth <u>20'0"</u>					Particulars of Classification <u>* 100A1.</u> <u>WITH FREEBOARD.</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth _____ tons					Particulars of Classification <u>* 100A1.</u> <u>WITH FREEBOARD.</u>	
Coefficient of fineness for use with Tables _____					Particulars of Classification <u>* 100A1.</u> <u>WITH FREEBOARD.</u>	
Depth for Freeboard (D)			Depth correction		Round of Beam correction	
Moulded depth			(a) Where D is greater than Table depth (D - Table depth) R =		Moulded Breadth (B)	
Stringer plate			(b) Where D is less than Table depth (if allowed) (Table depth - D) R =		Standard Round of Beam = $\frac{B \times 12}{50} =$	
Sheathing on exposed deck $T \left(\frac{L-S}{L} \right) =$			If restricted by superstructures		Ship's Round of Beam = <u>12"</u>	
Depth for Freeboard (D) =					Difference	
					Restricted to	
					Correction = $\frac{\text{Diff}^o}{4} \times \left(1 - \frac{S_1}{L} \right) =$	

DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S ₁)	Height	Height Correction	Effective Length (E)	
Poop enclosed						Standard Height of Superstructure _____
„ overhang						„ „ R.Q.D. _____
R.Q.D. enclosed						Deduction for complete superstructure _____
„ overhang						Percentage covered $\frac{S}{L} =$
Bridge enclosed						„ „ $\frac{S_1}{L} =$
„ overhang aft						„ „ $\frac{E}{L} =$
„ overhang forward						Percentage from Table, Line A. (corrected for absence of forecastle (if required))
F'cle enclosed						Percentage from Table, Line B. (corrected for absence of forecastle (if required))
„ overhang						Interpolation for bridge less than 2L (if required)
Trunk aft						Deduction =
„ forward						
Tonnage opening aft						
„ „ forward						
Total						

SHEER CORRECTION.

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	
A.P.	43.50	1	43.50	48"		1		Mean actual sheer aft =
$\frac{1}{8}$ L from A.P.	19.36	4	77.44	21"		4		Mean standard sheer aft =
$\frac{3}{8}$ L "	4.785	2	9.57	4 $\frac{1}{4}$ "		2		Mean actual sheer forward =
Amidships	-	4	-	-		4		Mean standard sheer forward =
$\frac{3}{8}$ L from F.P.	9.57	2	19.14	9 $\frac{1}{2}$ "		2		Length of enclosed superstructure forward of amidships =
$\frac{1}{8}$ L "	38.72	4	154.88	31 $\frac{3}{4}$ "		4		„ „ aft of „ =
F.P.	87.00	1	87.00	72"		1		
Total			391.53					

Correction = $\frac{\text{Difference between sums of products}}{18} \left(.75 - \frac{S}{2L} \right) =$

If limited on account of midship superstructure.

If limited to maximum allowance of 1 $\frac{1}{2}$ ins. per 100 ft.

Deduction for Tropical Freeboard.
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = _____ Ft.

Summer freeboard = _____

Moulded draught (d) = _____

Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = _____

Addition for Winter North Atlantic Freeboard (if required) = _____

Deduction for Fresh Water.

Displacement in salt water at summer load water line

$\Delta =$ _____

Tons per inch immersion at summer load water line

T = _____

Deduction = $\frac{\Delta}{40 T}$ inches = _____

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient

	+	-
Depth Correction		
Deduction for superstructures		
Sheer correction		
Round of Beam correction		
Correction for Thickness of Deck amidships		
Other corrections, scantlings, etc.		

Summer Freeboard =

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, <u>Wood</u> , Steel, Deck:—			
Existing freeboard	Tropical Fresh Water Line above Centre of Disc ...	203.7 = 7.99"	Tropical Fresh Water Freeboard ...
„	Fresh Water Line " " ...	114. = 4.49"	Fresh Water " " ...
„	Tropical Line " " ...	89. = 3.50"	Tropical " " ...
„	Winter Line below " " ...	89. = 3.50"	Winter " " ...
„	Winter North Atlantic Line " "	Winter North Atlantic " " ...

PARTICULARS OF PROTECTION TO OPENINGS, ETC.

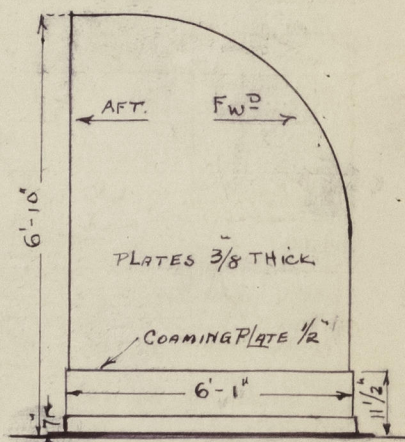
[illegible]

* Are wood fore and afters steel shod at all bearing surfaces? ☒
 Are battens and wedges efficient and in good condition? YES.
 Are tarpaulins in good condition and in accordance with rule requirements? YES.
 Are lashings provided in accordance with rule requirements? YES. 54 RING

Particulars of fiddley, funnel and ventilator coamings:— FIDDLLEY. Fiddley Casing on Boat deck strongly constructed of steel plates, ^{Sides 3/8" top plates} about 3/8" thick. Not above boat deck 3/8" suitably stiffened with angle stiffeners spaced 2'-2 1/2". No openings are fitted on fiddley top. FUNNEL. Satisfactory. VENTILATORS. 6 Engine Room Ventilators (3P+3S) Dia. 21". Height of Vent. Coamings above Fiddley top 3'-11" thickness 3/8". ENG. ROOM SKYLIGHT. Strongly constructed of steel with hinged flaps of flanged steel plate. Total 8 flaps (4 P + 4 S).

Particulars of Flush Bunker Scuttles:— NONE.

Particulars of Companionways:— Companion-way forward, Shelter deck to Foreboard deck } thus:—
to fore peak store room & Hospital etc. Width 3'-4"-
Opening Ht. 5'-4" - width 1 ft., closed by hinged teak-
wood doors (Double) 1½" thick, with usual brass knob, lock & key
fastenings. Height of sill 13½ inches.



Particulars of Ventilators in exposed positions on freeboard and superstructure decks :— ON SHELTER DECK ETC

* particulars of Ventilators in exposed positions on freeboard and superstructure decks:— UN-SHELTER DECK, ETC.
 N^o 1. HELD. 2 VENTS. FWD DIA. 24" HT. 36" THICK. 3/8".
 N^o 2 HELDS. 2 VENTS ON TOP OF FORE-MAST HOUSE. DIA. 24" HT. 36" x 3/8". Divided to ventilate fwd end of N^o 2 r after end of N^o 1 hold.
 N^o 3. HELD. 2 VENTS. AFT. DIA. 24" HT. 11 ft. thickness about 1/4". Stayed to top of bad deck with flanged steel plate brackets 3/8" thick, 7"-11" dia. on shell side.
 N^o 3 HELD. 2 VENTS ON BOAT DECK. DIA. 24" HT. 36". thick 3/8" for fwd end N^o 3.
 N^o 3 & N^o 4 HELDS. 2 VENTS ON TOP OF MAIN MAST HOUSE. DIA. 24" HT. 36" x 3/8". Divided to ventilate fwd end of N^o 4 r after end of N^o 3.
 N^o 4 HELD. 2 VENTS TO AFT. END. N^o 4. ON TOP OF POOP HOUSE. DIA. 24" HT. 36" x 3/8".
 TUNNEL. 1 VENT ON TOP OF POOP HOUSE DIA. 16" HT. 24" x 3/8". STEWARDS COLD STORE 1 VENT FWD BRIDGE HOUSE. DIA. 12" HT. 28" x 3/8" thick.

NOTE: WOOD PLUGS ON CANVAS COVERS SATISFACTORY			
SHELTER DK. AMIDSHIPS.		SHELTER DK. FORWARD.	
P. SIDE	S. SIDE	ON FIDDLE TOP.	
11 C.I. GOOSENECKS. 4" X 8" HT. 16"	11 " 4" X 8" HT. 16"	GOOSENECKS. BELL MOUTHED TYPE Fitted with perforated diaphragms.	
1 GOOSENECK. 2 1/2" DIA. HT. 11 1/2"	1 " 4" X 8" HT. 12 1/2"	2 C.I. GOOSENECKS. 4" X 8" HT. 15"	
Bellmouth Type with perforated diaphragms	2 " 2 1/2" X 4 1/2" HT. 12 1/2"	2 C.I. " 4" X 8" HT. 12"	2 C.I. " BELL MOUTHED TYPE 4" X 6" HT. 12"
1 GOOSENECK 3" X 5" HT. 12 1/2"	2 " 4" X 6" HT. 12 1/2"	2 C.I. " " " 3" X 6" HT. 12"	2 C.I. " " " 3" X 6" HT. 12"
2 " 4" X 6" HT. 12 1/2"	2 " 4" X 6" HT. 12 1/2"	SHELTER DK. AFT. 2 C.I. GOOSENECKS. 6" X 4" HT. 12"	
Aft. on		APT. 2 1/2" DIA. GOOSENECK. FREE END. 26" ABOVE SHELTER DK., situated on top of HATCH.	

NOTE: - ~~WOOD PLUGS~~ ^{WOOD PLUGS} REQUIRED TO BE FITTED. TO OPEN ENDED GOOSENECK VENTS.

Particulars of Gangway Cargo and Coaling Ports:—	
	<u>NONE</u> . ✱ Ventilators to Accommodation on Boat Deck - SCREW DOWN Mushroom type 9" Dia. ht. 8". Similar mushroom vents are also fitted on the poop house & 2 on shelter deck forward over forecabin. 2 heavy steel skylights fitted on shelter deck at poop house front to accommodation below. HTs. 14" to 24" with protected framed glass flaps. ✓

Particulars of Scuppers and Sanitary Discharge Pipes —	SCUPPERS ON SHELTER DECK.	8 EACH SIDE. UNDER DECK TYPE, 15" BELOW SHLTR. DK.
<u>SANITARY PIPES.</u> <i>Condition satisfactory</i>	SCUPPERS FRONT TWEEN DECKS.	7 " " HAVING STERN VALVES 13 1/2" BELOW FB ² DK.
<i>Approximately 3 each side amidships</i>	IN TANKAGE OPENING.	1 " " " 13 1/2 " FB ² DK
<i>discharging 15" below frtst deck</i>	<u>NOTE</u> —	The tween deck scuppers have steel pipe in good order.

Approximately 1/3 each side discharging
3 1/2" to 21" above foreboard deck.
each side in way of ports accommodation
passing through A.P.T.

Particulars of Side Scuttles:

FORCASTLE.	4	each	side	about	15"	below	shelter	Decks	fitted	with	hinged	dummy	ports.	Dia 13"
AMIDSHIPS.	10	"	"	"	20"	"	"	"	"	"	"	"	"	"
POOP.	8	"	"	"	15"	"	"	"	"	"	"	"	"	"

BRIDGE HOUSE. 10 P.S. 11.8.5. DIA. 15" lit above shelter. deck 5' 2 1/2". 6 at front end 15" DIA. at after end 4 - 15" DIA.

POOP HOUSE 4 each side DIA 12", lit " " " 4' - 10". 2 at front end 12" DIA.

Particulars of Guard Rails:— Fitted in way of hatchway openings P & S, consisting of 3 chains & stretching screws. Chains having links $2\frac{1}{2} \times 1\frac{1}{2} \times \frac{3}{8}$. Portable stanchions $1\frac{3}{4} \times 1\frac{1}{2}$ dia. height 3'-6", spaced 5 to 6 ft. Permanent rails fitted P & S & round poop extending forward to after end of No 4 hatch, height 3'-6" - 3 rails. 1" & $1\frac{1}{2}$ " with stanchions spaced 5 to 6 ft. Steel plate Bulwarks fitted at Forecastle - Between hatchway openings & in way of Amidship Deck house. $\frac{1}{4}$ " Steel plate with BA top rail $6" \times \frac{3}{4}"$ & B.P. stanchions $6" \times \frac{1}{2}"$ spaced about 6 ft. 6" bars fitted in way of Amidship deck house supporting boat deck at sides $4" \times 4" \times \frac{1}{2}"$ standing angle $5" \times \frac{5}{16}"$ ✓

Particulars of Gangways, Lifelines, etc.:— 2 new $\frac{3}{4}"$ Steel wire life lines (1 F & 1 aft) with stretching screws now arranged & satisfactorily fitted & attachments arranged for securing same on P or S. Sides

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 TONNAGE OPENING ...	8 ft.	✓	1 P + 1 S, 24" x 17"	one.	2.82 $\frac{1}{2}$	✓
Forward Well ...						

State position of each freeing port ... } After Well:— *Tonnage Well - at after end.* ✓
 (F. and A. position and height above deck edge) } Forward Well:—
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— *No bars fitted. Hinged steel shutters fitted with hasp fastenings.* ✓
 Additional area where sheer is less than standard.

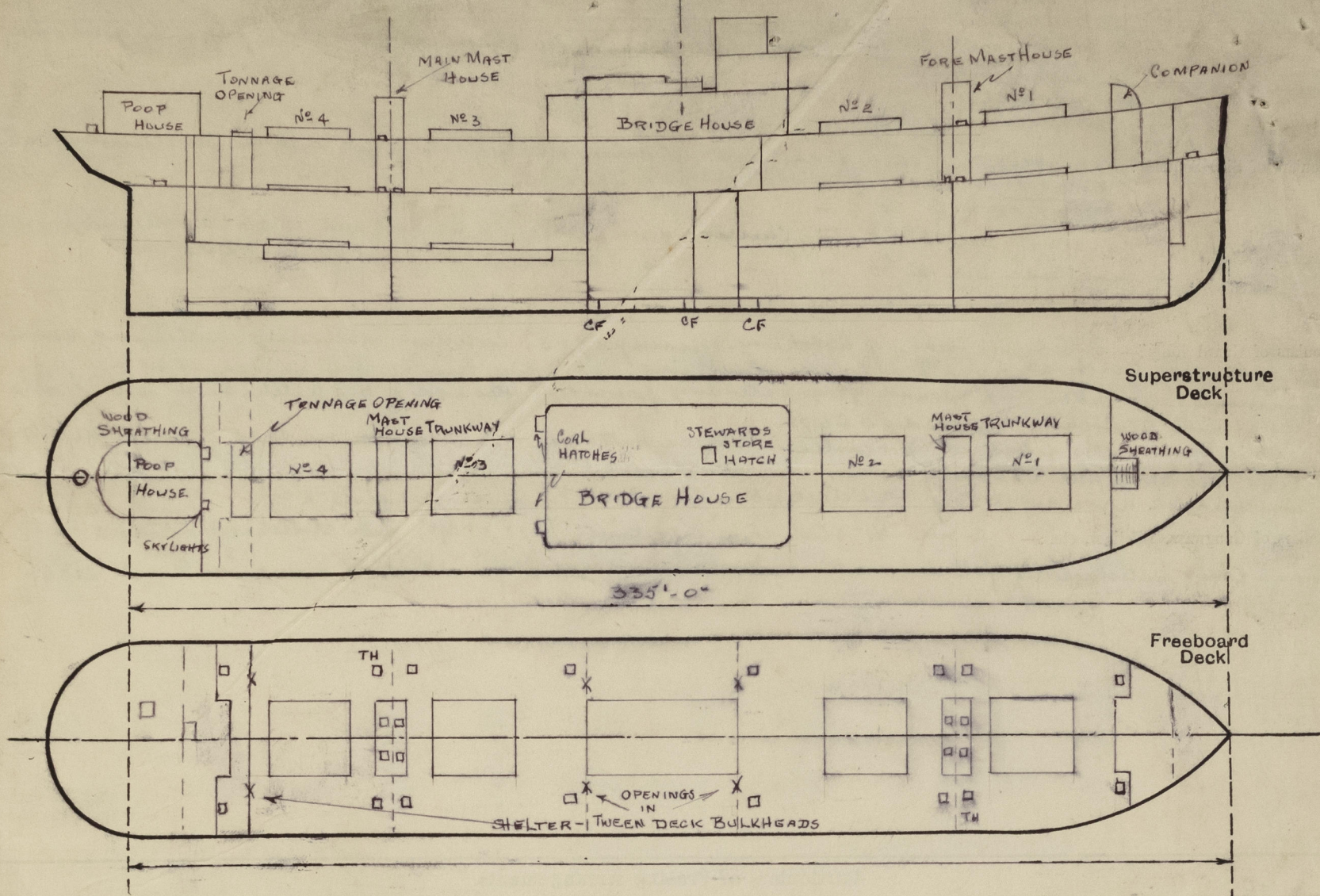
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead IN TONNAGE OPENING		3/8"	4 1/2" x 3" x 9/16" 3	2" - 2"		nib.	-	2.44 ft
Raised Quarter Deck Bulkhead ...		3/8"	4 1/2" x 3" x 9/16" 3	2" - 8"		2 —		2.44 ft
Bridge, After Bulkhead IN TONNAGE OPENING		Enclosed in Shelter Deck Superstructure & therefore not exposed. -						
Bridge, Forward Bulkhead BELOW SHUTTER DECK								
Forecastle Bulkhead ...								
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								
Deckhouses on BRIDGE HOUSE Flush Deck Ships POOP HOUSE	13/32" x 18 1/2"	11/32"	BEHIND WOOD LINING.	25"	APPARENTLY NONE.	AFTER END 1. 4'-10 1/2" x 2'-0" and 1'-5'-0" x 2 1/2" = 1'-5" 5 DOORS EACH SIDE 4'-10 1/2" x 8'-0" = 1'-7 1/2" 8'-0" 8'-0"		
	SAME	SAME	✓	✓	None.			

Particulars of Closing Appliances (state if capable of being manipulated from both sides)

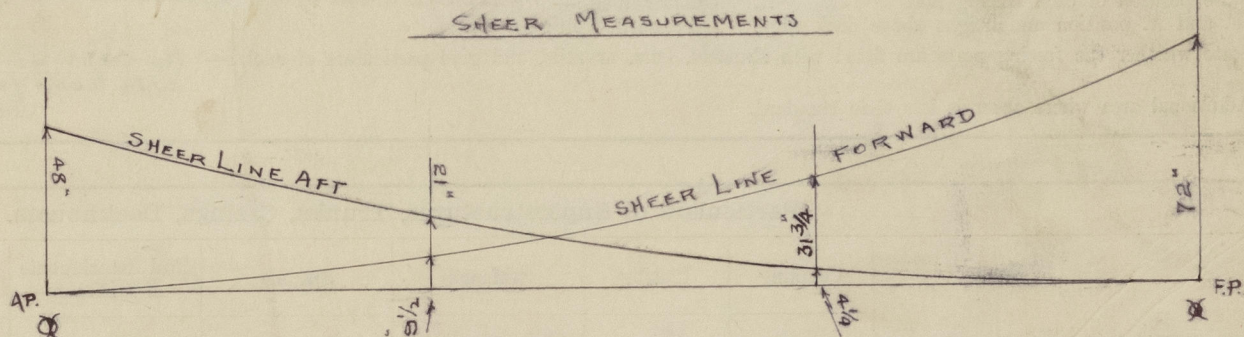
No Spunges		3 OPENINGS EACH
Be-HOUSE.		SIDE x 10 1/2 x 25'0" = 1-3
Pool Bulkhead	<div style="border: 1px solid red; padding: 2px; display: inline-block;"> Spunges raised channels </div>	Front opening closed by double hinged teak wood doors 1 3/8" thick with usual brass lock & handle fastening
Raised Quarter Deck Bulkhead		Three openings each side closed by hinged teak wood doors 1 3/8" with usual brass lock & handle fastening
Bridge After Bulkhead		
Bridge Forward Bulkhead		<u>BRIDGE HOUSE</u> Five doors each side, teak wood, 1 3/8" thick fastenings as above
Forecastle Bulkhead		<u>NOTE.</u> One of the above doors each side leads to alleyways P & S sides of Engine Room Casing.
Exposed Machinery Casings on Free-board or Raised Quarter Decks		One opening at after end to galley closed with steel plate door 3/8" in halves - usual fastenings as above.
Exposed Machinery Casings on Super-structure Decks		One opening at after end closed with teak wood door 3/8" having fastenings as above.
Machinery Casings within Super-structures not fitted with Class I Closing Appliances		
Deckhouses on Flush Deck Ships		

Artza Mendi

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 shewn on the following sketches:—



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



NOTE:— FOREMAST HOUSE. 2 WT doors are fitted on forward end, having two steel plate hinged doors $\frac{3}{8}$ " thick, height of openings $5'-5"$ x $1'-10"$. height of sill. $17"$. Double handle screw fasteners ($10-\frac{3}{4}$) spaced $12\frac{1}{4}$. Similar doors are fitted in shelter deck tween deck trunkways, but one door on fore side & 1 on after side.

MAIN MAST HOUSE 2. similar WT doors are fitted on after end of mast house above shelter deck and similar doors fitted in shelterdeck trunkways 1 fore end & 1 after end.

Shelter Deck bulkhead openings, 1 on port side & 1 on starboard side as shown above viz at each end of machinery casing alleyways & into Tonnage opening, closed by wood shifting boards $2\frac{1}{2}$ " thick for full height in channels $5'-0"$ x $2'-5\frac{1}{2}"$. height of sills $18"$.

Builder's name and yard number Cia. Euskalduna de Const. Bilbao.

Names of sister ships ✓

Owners Cia. Nav. Sota y Aznar. (Sir Ramon de la Sota. Mgrs).

Fee £ : : :

Received by me 25. 2. 37

Credit to Harve Office FEES. 1000
Sunday fee 1465
Expenses 835

Credit Dunkirk Office 500
Sunday Attendance 130
Expenses 75

Fcs 1000
130
835

Fcs 1365

Fcs 705
Total Fcs. 2670

M. Adams

J. Beckmann



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