

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

Rpt No 7293.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.Port of Survey TriesteDate of Survey Every continuousName of Surveyor Anderson

Ship's Name. <u>M.S. "MARIA"</u>		Port of Registry and Nationality. <u>Trieste</u> <u>Italian</u>	Official Number. <u>"</u>	Gross Tonnage. <u>6350</u>	Date of Build. <u>Building</u>	Particulars of Classification. <u>100A1 "with freeboard" corresponding to a ship not exceeding that contemplated by the Rules for a complete superstructure vessel (continuous deck)</u>
Number in Register Book						
Registered dimensions from Ship's Register.	LENGTH. <u>418' 12"</u>	BREADTH. <u>53' 21"</u>	DEPTH. <u>24' 7 3/4"</u>	UNDER DECK Tonnage. <u>4431' 31"</u>	Moulded Depth as measured <u>27' 10"</u> Main Deck. <u>35' 10"</u> Spar or Awning Deck.	
Length on LOADLINE	<u>400</u>	Frame Depth/ ¹⁰ Rule <u>33 x 2 = 66"</u> <u>53' 20"</u> <u>- 66"</u>	Ceiling <u>1.36</u> Sheer <u>1.36</u> Depth of hold <u>25' 30"</u> <u>British method</u>	Peak Tanks <u>harrins fitted between 10" frames in tween deck.</u> <u>- 10.2</u>		
CORRECTED DIMENSIONS.	<u>400'</u>	<u>52' 54"</u>	<u>26' 54"</u>	<u>4431' 31"</u>		
Co-efficient of fineness <u>.79</u>						
Any modification necessary [Para. 4 (a) to (e)*]		<u>Ceas DO</u>				
Co-efficient as corrected <u>.77</u>						

Allowance for strength in excess of Lloyd's rules = None

State particulars—

54.57 + .58 = 99.09
50.00
36 | 99.09
1.36

mean :- 96.0

Sheer at Stem 1.22 } 192.0 at 1/2 length from Stem 67 3/4 }
Sternpost 20 } " " " Sternpost 41 1/4 } 109.0

Drop in Sheer abaft amidships ✓

Round of Spar-deck Beam 12"
" " Main-deck " 12"

Length	×	Height.	State if open or closed at ends.
Forecastle <u>44' 33"</u>	×	<u>8' 0"</u>	<u>closed.</u>
Bridge <u>✓</u>	×		
Poop <u>✓</u>	×		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...	...	...
Winter Line	below	"	"	...	...	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...	...	...

6 - OCT 1926

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.

All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Do all the Frames extend to the top Height in the Spar deck? ☒ Awning deck? *Alternate*

Do all the Frames extend to the top height in the Poop? ☒ Bridge House? ☒ Forecastle? *yes*

To what height do the Reverse Frames extend? *Bulk angle framing*

Has the Poop an efficient Iron Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

Is the Poop connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

Has the Bridge House an efficient Iron Bulkhead at the after end? ☒

How are the openings closed? ☒

Is the Forecastle at least as high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *yes*

Are the Engine and Boiler openings covered by a Bridge, Poop, } *enclosed by steel deckhouse*
or enclosed by a Strong Iron or Steel Deckhouse?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒

Give thickness of plating; scantlings and spacing of Stiffeners ☒

What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? *yes*

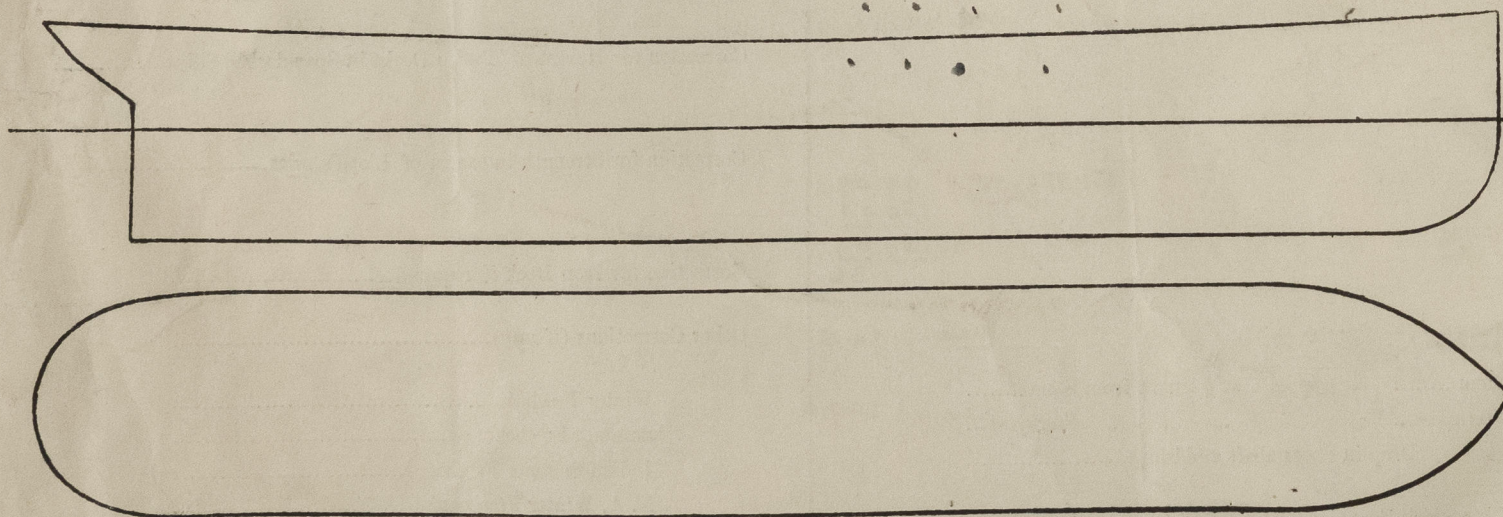
Are the Weather Deck Hatchways efficiently constructed and at least equal to the } *yes*
requirements of Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.		Nos 1, 2, 3, 5 and 6		No 4 18'0" x 23'6"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	42		42							
	Thickness { Sides.....	4 1/4		4 1/4							
	{ Ends.....	4 1/4		4 1/4							
SHIFTING BEAMS OR WEB PLATES.	Number	Three		Three							
	Section and Scantlings	Plate 21 x 38 and four angles 4 3/4 x 3 1/2 x 48.									
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		3"		3"							
Remarks.....											

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

No scuttles to effect position of deck



Show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *None* Copies of approved plans in *London*

Builder's name and yard number *Antoine Navale Trinitis's No 159*

Names of sister vessels ☒

Owners *"Cosulich" Soc Tri di Nav.*

Address *Trieste*

Fee £ 15.00.— del.

Received by me *See L.R. Rpt.*



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