

Lloyd's Register of Shipping
SURVEYS FOR FREEBOARD - STEAMERS
(Under the Provisions of the U. S. A. Load Line Act of March 2, 1929)

29778

New York Office Index No.....

Port of Survey...Hong Kong...

Date of Survey...10th Oct 1937

Name of Surveyor...J. S. Morrison

S.S. M.S.	Ship's Name. <i>Don Jose</i>	Port of Registry and Nationality. <i>Manila P.I. American</i>	Official Number.	Gross Tonnage. <i>108 93</i>	Date of Build. <i>1920</i>	Particulars of Classification. <i>100 A1. Awaiting deck with freeboard.</i>
Number in Register Book.....		Builder... <i>J. C. Jeckelburg, A.G.</i>		Hull No.....		
Owner... <i>Tucento Madugal</i>		Moulded dimensions <i>523.5</i> X <i>65.5</i> X <i>40.25</i> (85% = <i>34.21</i>)				
		Moulded displacement at a moulded draught of 85 per cent. of moulded depth <i>25,820 Tons</i>				
		Coefficient of fineness for use with tables... <i>7.7</i>				

DEPTH FOR FREEBOARD.	CORRECTION FOR DEPTH.	CAMBER
Moulded depth <i>40.25</i>	(a) When D is greater than $\frac{L}{15}$	Standard $\frac{65.5 \times 12}{50} = \dots$ <i>15.72</i>
Stringer plate <i>1.08</i>	$(D - \frac{L}{15}) \times R = (\dots - \dots) \times \dots = \dots$ <i>+16.29</i>	Ship <i>17.00</i>
Sheating in wells } $T(\frac{L-S}{L}) = \dots$	(b) When D is less than $\frac{L}{15}$ (if allowed)	Difference <i>1.28</i>
Depth D = <i>40.33</i>	$(\frac{L}{15} - D) \times R = \dots$	Restricted to
	If restricted by height of superstructures	Allowance = $\frac{\text{Difference}}{4} \times (1 - \frac{S}{L}) = \dots$ <i>-1.28</i>

SUPERSTRUCTURES.

	Mean Covered Length S.	Effective Length S. (Uncorrected for Height)	Height.	Correction for Height.	Effective Length.
Poop enclosed	<i>58.00</i>	<i>58.00</i>	<i>8.0</i>		<i>58.00</i>
" overhang					
R.Q.D. enclosed					
" overhang					
Bridge enclosed	<i>124.80</i>	<i>124.80</i>	<i>8.0</i>		<i>124.80</i>
" overhang aft	<i>15.00</i>	<i>11.25</i>	<i>8.0</i>		<i>11.25</i>
" overhang forward					
F'cle enclosed <i>Open</i>	<i>45.40</i>	<i>44.74</i>	<i>8.0</i>		<i>44.74</i>
" overhang					
Trunks forward					
" aft					
Tonnage opening					

Total = *243.20* ✓ *238.79* ✓ *238.79* ✓
Length of ship (L) = *523.50* ✓ *523.50* ✓ *523.50* ✓
% Covered... = *46.45* ✓ *45.61* ✓ *45.61* ✓
Corresponding %, corrected for }
absence of forecastle if required } **A** = ✓ **B** = *32.27* ✓
Allowance ... = *421* ✓ *X .3227* ✓ = *-13.55* ✓

Correction for Bridge less }
than 2 L if required }

SHEER.

Station.	Actual Sheer.	Standard Sheer.	Allowed Sheer.	S. M.	Products.
A.P. 1	<i>56.00</i>	<i>62.35</i>	<i>56.00</i>	1	<i>56.00</i>
2	<i>17.00</i>	<i>27.75</i>	<i>17.00</i>	4	<i>68.00</i>
3		<i>6.86</i>		2	
4				4	
5	<i>15.25</i>	<i>13.77</i>	<i>15.25</i>	2	<i>30.50</i>
6	<i>52.00</i>	<i>55.49</i>	<i>52.00</i>	4	<i>208.00</i>
F.P. 7	<i>126.00</i>	<i>124.70</i>	<i>126.00</i>	1	<i>126.00</i>

If excess sheer forward and deficient sheer aft:—

Actual sheer aft
Standard sheer aft = *Deficient* ✓
Actual sheer forward
Standard sheer forward = *Deficient* ✓

Length of enclosed superstructure
L
Forward of amidships = *Deficient* ✓
Aft of amidships = *Sheer* ✓

Mean effective sheer = *18) 488.50* ✓
Standard sheer .05 L + 5 = *27.14* ✓
Difference (Df) = *31.17* ✓
Allowance = $Df \times (.75 - \frac{S}{2L}) = \dots$ *403 x .5178* ✓ = *4.03* ✓
If limited on account of amidship superstructure = *+2.09* ✓
If limited on account of excess sheer (1½ in. per 100 ft.) =

DRAFTS.	F. W. ALLOWANCE	TABULAR FREEBOARD (corrected for flush deck if required)
Moulded Depth D = <i>40'-3"</i>	Displacement =	Corrected for Coefficient $\frac{.77 + .68}{1.36} = \frac{1.45}{1.36}$ ✓ = <i>109.08</i> ✓
Stringer Plate = (or Wood Deck) <i>1"</i>	Tons per inch =	
Freeboard <i>40'-4"</i> <i>10'-5¾"</i>		Correction for Depth <i>16.29</i> ✓
Moulded draught <i>29'-10¼"</i>		" Superstructures <i>13.55</i> ✓
Addition for keel below base line <i>2¾"</i>	$40 \times$	" Sheer <i>2.09</i> ✓
Extreme draught <i>30'-1"</i>	$\frac{d}{4} = 7\frac{1}{2}"$	" Camber <i>.17</i> ✓
		" Thickness of deck <i>4.79</i> ✓
		" Scantlings, etc. <i>23.17</i> ✓
		Summer Freeboard = <i>125.75</i> ✓

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, Wood, Steel, Awaiting Deck:—			
Tropical Fresh Water Line (above center of Disc)	15"	Tropical Fresh Water Freeboard	<i>9'-2¾"</i> ✓
Fresh Water Line	7½"	Fresh Water	<i>9'-10¼"</i> ✓
Tropical Line	7½"	Tropical	<i>9'-10¼"</i> ✓
Winter Line (below	7½"	Winter	<i>11'-1¼"</i> ✓
Winter North Atlantic Line		Winter North Atlantic	

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) 4 Steel hinged doors, operated from both sides
Has the bridge an efficient steel bulkhead at the fore end? Yes
Give particulars of the means of closing the openings in this bulkhead 2 " " " " " "
Has the bridge an efficient steel bulkhead at the after end? Yes
Give particulars of the means of closing the openings in this bulkhead Storm boards full height in riveted channels
Has the forecastle an efficient steel bulkhead at the after end? Yes
Give particulars of the means of closing the openings in this bulkhead 4 hinged wood doors, 1 hinged steel door Passage-way, Storm board
Are the engine and boiler openings covered by a bridge, poop, raised quarter-deck, or enclosed by a strong steel deckhouse? Yes
If the openings are not so protected, are the exposed parts of the casing efficiently constructed? Yes
Give thickness of plating, scantlings and spacing of stiffeners
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	<u>.40</u> ✓	<u>.40</u> ✓	<u>.30</u> ✓	<u>.35</u> ✓
Scantlings of stiffeners	<u>8 x 3 1/2 x .50 B.A.</u>	<u>10 x 3 1/2 x .50 B.A.</u>	<u>4 1/2 x 2 1/2 x .35 a</u>	<u>Plated flanged 3"</u>
Spacing of stiffeners, and if bracketed	<u>28" Yes</u>	<u>25 1/2" Yes</u>	<u>27" Lugged</u>	<u>28" No</u>
Height of sills of openings above deck	<u>16" ✓</u>	<u>16" ✓</u>	<u>15" ✓</u>	<u>16" ✓</u>

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.		No. 1		No. 2		No. 3		No. 5		No. 6	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING: Height above top of DECK		<u>22 1/2</u>	<u>24</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>	<u>Same as No. 1</u>
	Thickness { Sides.....	<u>.50</u>		<u>.52</u>		<u>.50</u>		<u>.50</u>		<u>.44</u>	
	{ Ends.....	<u>.44</u>		<u>.44</u>		<u>.44</u>		<u>.44</u>		<u>.44</u>	
SHIFTING BEAMS OR WEB PLATES.	Number.....	<u>5</u>		<u>7</u>		<u>5</u>		<u>5</u>		<u>7</u>	
	Section and Scantlings.....	<u>Plate 23 1/2 x .38</u>		<u>Same as I</u>	<u>Same as I</u>	<u>Same as I</u>	<u>Same as I</u>	<u>19 x .36</u>		<u>Same as I</u>	<u>Same as</u>
	Material.....	<u>1/4" Angle steel 4 3/4 x 3 x 7/16</u>		<u>Same as I</u>	<u>Same as I</u>	<u>Same as I</u>	<u>Same as I</u>	<u>4 x 3 x 4 1/4 Angle</u>		<u>Same as I</u>	<u>Same as</u>
* FORE AND AFTERS.	Number.....										
	Section and Scantlings.....	<u>None</u>		<u>None</u>		<u>None</u>		<u>None</u>		<u>None</u>	
	Material.....										
HATCHES Thickness		<u>3" ✓</u>	<u>2 3/8</u>	<u>3" ✓</u>	<u>2 3/8</u>	<u>3" ✓</u>	<u>2 3/8</u>	<u>3" ✓</u>	<u>2 1/2</u>	<u>3" ✓</u>	<u>2 3/8</u>
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: 133.3 feet; aft: 95 feet.

Area of freeing ports required by regulations (Rules 30 and 100) forward: 26.7 sq. ft.; aft: 19 sq. ft.

Particulars of freeing ports fitted on each side of vessel

forward well	<u>3 @ 2 1/2' x 1.5' + 22' open rails</u>	sq. ft.
after well	<u>2 @ 2 1/2' x 1.5' + 30' open rails</u>	=

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? ✓

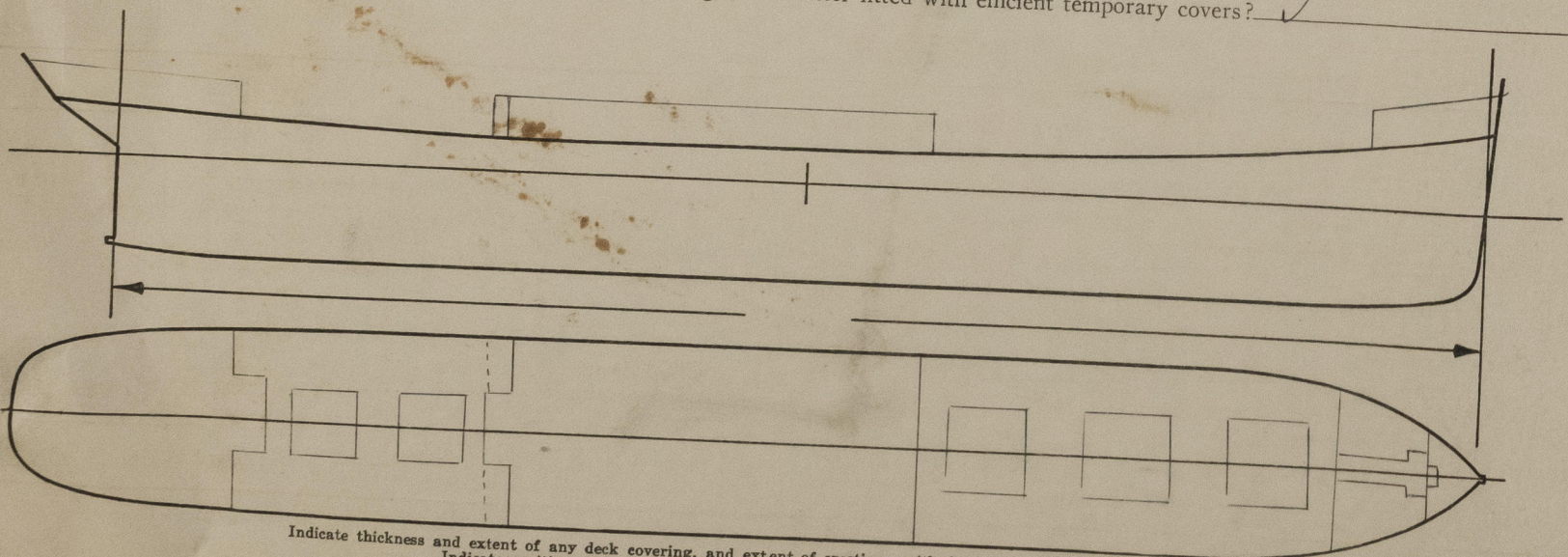
Is the gangway strong and efficiently braced fore and aft? ✓

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

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:

Expenses (if any):

TELEPHONES { 0220
0221
0222 } WHITEHALL - 4

TAIL SHAPES
SEEN. 10.24.9.

22. F.P. DATA 150°F

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.		No 4		No 4		No 7		No 8			
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	36 ✓	18	11" ✓	9"	33" ✓	18"	33 ✓	18	In addition there are several hatches + stove hatchways	
	Thickness { Sides.....	44 ✓		9/20 ✓		44 ✓		40 ✓			
	Ends.....	44 ✓		9/20 ✓		44 ✓		40 ✓			
SHIFTING BEAMS OR WEB PLATES.	Number.....	3		3		1				all in accordance with the Regulations	
	Section and Scantlings.....	Plate 21 x 38		Plate 14 1/2 x 45		Plate 26 1/2 x 38					
	Material.....	as No 1		as No 1		as No 1					
* FORE AND AFTERS.	Number.....									None	
	Section and Scantlings.....	None		None		None					
	Material.....										
HATCHES Thickness		3" ✓		2 1/2" ✓		3" ✓		3" ✓			
Remarks.....											

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
freeboards to the S.S. "DON JOSE" ex "CHIEF CAPILANO", of
Manila, P.I.

0291 1/2

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