

9 APR 1934

## Lloyd's Register of Shipping.

R.17

MERCHANT SHIPPING (SAFETY AND LOAD LINE  
CONVENTIONS) ACT, 1932.RENEWAL SURVEY IN ACCORDANCE WITH  
SECTION 48 (4) OF THE ABOVE ACT.(Port) Belfast.(Date) April 5<sup>th</sup> 1934.

I have to report that I have surveyed the Skul se sr.  
"Loch Etive" of Glasgow. O.N. 129484  
 on this date.

I have compared the arrangements on board the ship with  
 those given in the original freeboard report and I have found them to be  
 in agreement therewith or equivalent thereto, and the whole to be in efficient  
 condition.

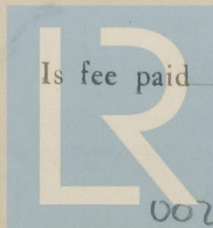
Skul se sr. 2<sup>nd</sup> No. 3.  
S.S. 2<sup>nd</sup> No. 3.

The freeboard marking has been verified and found to agree  
 with the freeboards given on certificate No. 1528 dated August 3<sup>rd</sup> 1932.  
 which is returned herewith.

Jas. Rennie  
 Surveyor to Lloyd's Register.

Fee £1-0-0

5m. 4.33.



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Is fee paid No.Lloyd's Register  
Foundation

frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside  
 should be reported if possible.  
 The height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
 The total standard mean sheer means the sheer measured at the stem and stern  
 poops and forecastles, it means the sheer measured at points distant  
 length from stem and stern.

† State dimensions of freeing port area on back of this form.

‡ The Surveyor should state whether the fall in sheer as reported is measured  
 line of keel or to the water line. If measured relatively to water line  
 survey, and also the usual load draft forward and aft should be reported.



efficient Iron Bulkhead at the after end

as high as the main or top-gallant rail?

Has the Forecastle an efficient Iron or Wood Bulk'd, at after end?

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Lloyd's Register of Shipping

MERCHANT SHIPPING (SAFETY AND LOAD LINE  
CONVENTIONS) ACT, 1932

RENEWAL SURVEY IN ACCORDANCE WITH  
SECTION 48 (4) OF THE ABOVE ACT.

I have to report that I have surveyed the ship on this date

I have compared the arrangements on board the ship with those given in the original freeboard report and I have found them to be in agreement therewith or equivalent thereto, and the whole to be in efficient condition

*Surveyed by J. G. [illegible] 9/14/34*  
*Approved by [illegible] 9/14/34*  
*Surveyor General*



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