

19 MAR 1928

Index No. 32684
(For London Office only.)

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Glasgow*
Date of Survey *18th March 1928*
Name of Surveyor *John Needham*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"MIRANI"	London		<i>Alpha</i> 735	1928.	<i>100 A1 (contemplated)</i>

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	180'0	31'0	11'6	509.27
Length on LOADLINE.	180'	Frame Depth <i>5 1/2</i> Ceiling <i>fixed</i> Rule <i>3 1/2</i> Sheer <i>+39</i> <i>2 7/8</i> <i>-35</i> <i>sharpening filled</i> <i>-38</i>	Peak <i>incl?</i> Tanks <i>6 frames in aft</i> <i>bold + 2 tons</i>	
CORRECTED DIMENSIONS.	180'0	30.7567	11.99	509.27 511.27

Co-efficient of fineness..... *.77 -*
Any modification necessary { *.62 C.D.B.*
[Para. 4 (a) to (e)]*
Co-efficient as corrected *.75*

Sheer { Stem..... *57"* } *84" ÷ 2 = 42"* ... Mean *36 14.27*
at { Sternpost ... *27"* }
Sheer at $\frac{1}{2}$ of the length from { Stem *31 1/2"* } *46 1/2" ÷ 2 = 23 1/4"* ... Mean
{ Sternpost *15"* }
Gradual mean Sheer *42 + 42.27 = 84.27 ÷ 2 = 42.135*
Standard mean Sheer [Table, Para. 18] *28.6 16.80* Correction
Difference..... *14.13645 ÷ 4 = 3.5341*
§ If limited as Para. 18 (f) *3 1/2 1/2*

Rise in Sheer { At front of bridge house..... ✓
from amidships {
[Para. 18 (e)] { At after end of forecastle ✓

Fall in Sheer {
Para. 18 (d) } ✓ ÷ 2 =
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... *0 - 8 1/4*
Correction for Length, if required (Para. 12, 13, and 14)
Freeboard by Table A. corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) } *2 - 1 1/4*
Difference *1 - 8*
Percentage as below..... *44.7%*
8.94

Class B. Closing Appliances at Bridge Front Para. 12 allowances

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections *- 9"*

	Length.	Length allowed.	Height.
Forecastle.....	<i>29.2</i>	<i>28.52</i>	<i>7.5</i>
Bridge House.....	<i>55.0 56.0</i>	<i>41.75</i>	<i>7.5</i>
+ Raised Q. Dk. }			
Poop.....	<i>46.3</i>	<i>46.25</i>	<i>7.5</i>
Total		<i>116.52</i>	
Length of Ship	<i>180'0</i>	<i>180'0</i>	
Corresponding percentage { (Para. 11, 12, 13, or 14) }	<i>44.7%</i>		

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 " " " ...

Moulded Depth as measured..... *13'6"*Addition for Keel below base line for draught record..... *one* inches.

NOTE.— If the depth is measured when vessel is afloat, the details of measurement should be reported.

CORRECTION FOR LENGTH

Length of Ship on Loadline..... *180'*
Length in Table *162*
Difference *18*
Correction for 10ft., Table A. *9* Table C.
× Difference divided by 10 *1.62* (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 *.81*
+ 3/4

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered *.647*
Thickness of usual wood deck, less stringer *3" 2 1/4" wood deck fitted*
2 1/2" wood sheathing fitted = *.39* *- 1/2*

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *31'0"*
Round of Beam *8"*
Normal round..... *7.75*
Difference *.25* ÷ 2 = *.12*
Proportion of Deck uncovered (Para. 19) *.353*

NOTE.— The round of beam should be reported on the full breadth of vessel at the gunwale.

Freeboard, Table A *2 - 1 1/4*
Correction for Sheer *- 1 1/2*
1 - 11 3/4
Correction for Length *+ 3/4*
2 - 0 1/2
Allowance for Deck Erections *- 9*
1 - 3 1/2

Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
2 1/2" wood sheathing on
Correction for Steel Deck (if required) *- 1 1/2*
1 - 3
Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }
Other Corrections (if any)

Winter Freeboard *1 - 3*
Summer Freeboard *1 - 1 1/2*
Indian Summer Freeboard *0 - 11 1/2*
N. A. Winter Freeboard *1 - 5*

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. *+ 1 1/2*

Winter Freeboard from deck line *1 -*
Summer " " " *1 -*
Indian Summer " " " *1 -*
N. A. Winter " " " *1 - 2 1/2*
3

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It the frames, in planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
In vessels obtaining an allowance for deck erections under Para. 11 where the sheer is measured amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

State dimensions of freeing port area on back of this form.
The Surveyor should state whether the fall in sheer as reported is measured relative to line of keel or to the water line. If measured relatively to water line the vessel's survey, and also the usual load draft forward and aft should be reported.

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Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *✓* Bridge House? *at least 2 ft. high* Forecastle? *yes*
 To what height do the Reverse Frames extend? *✓*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *see below* *No openings*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *yes* Has the Bridge House an efficient Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *Plate covers with lock bolts 8' apart, no fastenings through B.H.*
 What is the thickness of the Bridge Front plating? *30* and Coaming plate? *34*
 Give scantlings and spacing of the Stiffeners *6x3x.40 B.A @ 24 1/2" apart (7x3x.40 BA in way of tonnage openings)*
 Are bracket plates fitted at each end of the Stiffeners? *Lugged 40 1/4 Rivets* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Pooh + Bridge combined*
 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 *steel* Iron or Wood Bulk'd. at after end? *yes*
 Are the Engine and Boiler openings covered by a Bridge Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *yes*
 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?
 Are the Weather Deck Hatchways efficiently constructed and at least equal to the requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *yes see below*

Position and Size.		No. 1 = 11'0" x 10'		No. 2 = 20'2" x 14'0"		No. 3 = 14'8" x 12'3"					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30"		30"		30"					
	Thickness { Sides.....	.42		.42		.42					
	{ Ends.....	.42		.42		.42					
SHIFTING BEAMS OR WEB PLATES.	Number	one		three		two					
	Section and Scantlings	11" Plate 30		12" Plate 32		11" Plate 30					
	Material	10 1/2" angle 3x3x.40		12" angle 3x3x.42		11" angle 3x3x.40					
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		3" W.P.		3" W.P.		3" W.P.					
Remarks.....											

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

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

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? *.40* Strake between Main and Bridge Sheerstrakes? *.40*

Delete the words { The Crew ~~are~~ are not berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are not~~ satisfactory.

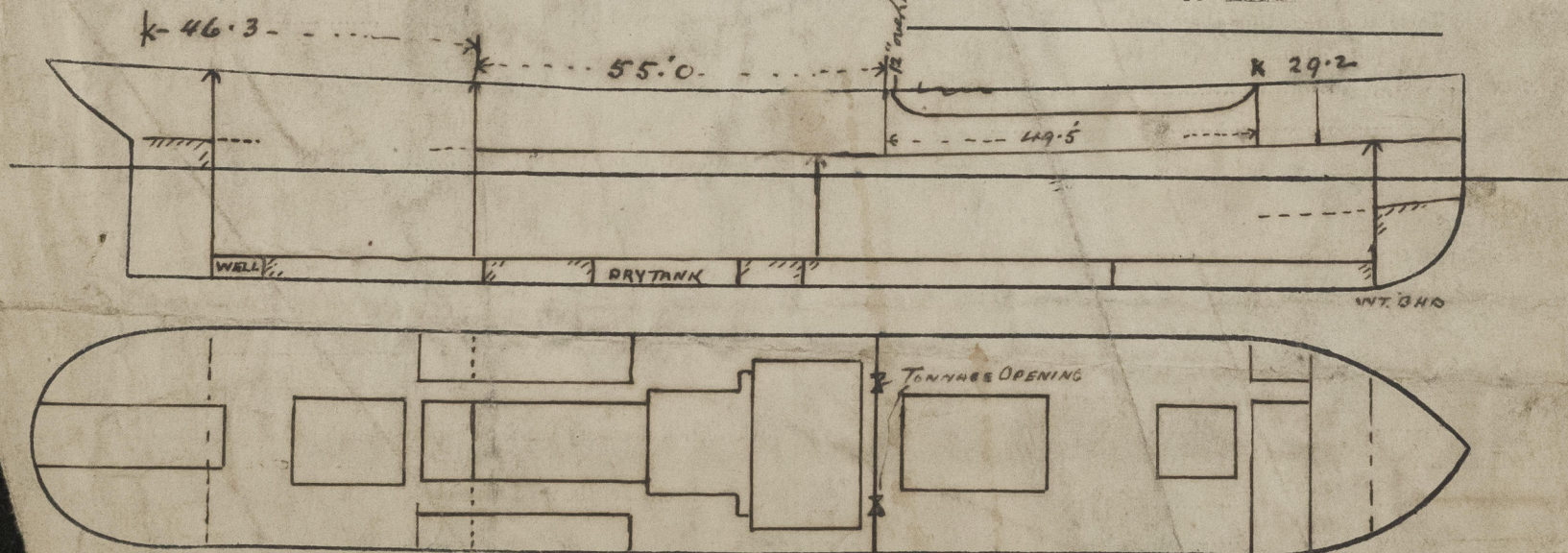
Length of Bulwarks in well *49'6"*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *11.5* Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = *11.82* Sq. ft.

2.625 x 1.5 x 3

Total deficiency or excess = *.32* Sq. ft.



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

any special features in the construction of the Vessel

's name and yard number *Grangemouth Drydock Co. Ltd. No. 415*

f sister vessels *S/S "Malake"*

Messrs *Burns, Philp & Co.*

ress *London.*

See *Profile* *See* *Profile* *See* *Profile*

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