

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 White Building
Name of Surveyor Gerard Shaw

| Port of Registry and Nationality. | Official Number. | Gross Tonnage. | Date of Build. | Particulars of Classification. |
|--------------------------------------|---------------------|-------------------|----------------|--------------------------------|
| Glasgow British | 137855 | 5075 | 1917 | +100 A1 Contemplates |

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

Length of Ship on Loadline..... 384.6
Length in Table 404.95
~~Difference 19.4~~
Correction for 10ft., Table A. 1.7
× Difference divided by 10 ... 3.38
~~3.298~~ (if r
If $\frac{1}{10}$ th length covered divide by 2
- 32.1

Proportion covered, if less than $\frac{1}{5}$ th the length covered 40%
Thickness of usual wood-deck, less stringer $3\frac{1}{2}$ 1 $\frac{1}{2}$

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

Breadth at Gunwale amidships.....
 Round of Beam 12 in 52 ft.
 Normal round..... 13
 Difference 1 $\div 2 =$ $\frac{1}{2}$
 Proportion of Deck uncovered (Para. 19) 5.93

| | | |
|---|---------------------|---------------------------|
| Freeboard, Table A | 8 - 11.54 | 8 .. 8 11 1/2 |
| Correction for Sheer | - 1.84 8 - 10.70 | * - 3/4 8 .. 8 10 3/4 |
| Correction for Length | - 3.38 8 7.32 | - 3 1/2 8 .. 8 7 1/2 |
| Allowance for Deck Erections | 8.84 7 " 10.48 | 8 8 3/4 87 .. 8 10 1/2 |
| Correction for Round of Beam..... | | + 1/4 87 .. 8 10 3/4 |
| Correction for fall in Sheer (if any)..... | | - 1 1/2 87 .. 8 9 1/4 |
| Correction for Iron Deck (if required) | | |
| Additions for non-compliance with provisions of { | | |
| Para. 11 (d) and (e) † | | |
| Other Corrections (if any) | | |

| | | |
|-------------------------------|----|------|
| Winter Freeboard | 78 | + 94 |
| Summer Freeboard | 7 | + 34 |
| Indian Summer Freeboard | 46 | + 92 |
| N. A. Winter Freeboard | | |

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

| | | | |
|---------------------------------|-------------------|-----------------|------------------|
| Winter Freeboard from deck line | 78 | 8 $\frac{1}{2}$ | 10 $\frac{3}{4}$ |
| Summer " " " " | 7 | 8 $\frac{1}{2}$ | 4 $\frac{3}{4}$ |
| Indian Summer " " " " | 76 | 8 $\frac{1}{2}$ | 10 $\frac{3}{4}$ |
| N. A. Winter " " " " | 112 $\frac{1}{2}$ | 108 | 1 |

| | | | | | | | | |
|----------------------------|-------|-----------|------|-----|-----|-----|-----|-----|
| Fresh Water Line | above | centre of | Diso | ... | ... | ... | ... | ... |
| Indian Summer Line | " | " | " | ... | ... | ... | ... | ... |
| Winter Line | below | " | " | ... | ... | ... | ... | ... |
| Winter North Atlantic Line | " | " | " | ... | ... | ... | ... | ... |

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

MARKING FORM
RECEIVED 30 JUN 1923

1020-1479

Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *no* Bridge House? *yes* Forecastle? *yes*
 To what height do the Reverse Frames extend? (*Channel frames*)
 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 *Stom boards in channels full height and riveted*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *Efficient steel door*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *6 x 3 x 50 Bull angles spaced 30 and four steel web*
 Are bracket plates fitted at each end of the Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*
 How are the openings closed? *Stom boards in channels full height and riveted*
 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, 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? *no*
 Give thickness of plating; scantlings and spacing of Stiffeners. *no*
 What is the height of the exposed Casings? *no* 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 requirements of Section 28 of the Rules for 1904-5? Give particulars below:— *yes*

| Position and Size. | No. 1 FORD. 22-6 x 14-0 | | No. 2 30-11 x 18-6 | | No. 3 19-10 1/2 x 16-0 | | No. 4 24-3 1/2 x 16-0 | | No. 5 22-1 x 14-0 | |
|--------------------------------|--|-------|--------------------|-------|------------------------|-------|-----------------------|-------|-------------------|-------|
| Item. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. |
| COAMING. | | | | | | | | | | |
| Height above top of DECK | 30 | | 30 | | 30 | | 30 | | 30 | |
| Thickness | | | | | | | | | | |
| Sides | 50 | | 55 | | 50 | | 50 | | 50 | |
| Ends | 55 | | 60 | | 50 | | 50 | | 50 | |
| BRISTLING BEAMS OR WEB PLATES. | | | | | | | | | | |
| Number | 4 | | 5 | | 3 | | 4 | | 4 | |
| Section and Scantlings | 7 1/2 x 32 | | 7 1/2 x 36 | | 7 1/2 x 34 | | 7 1/2 x 34 | | 7 1/2 x 32 | |
| Material | 3 x 3 x 42 STEEL | | 4 x 3 x 44 | | 3 1/2 x 3 x 42 | | 3 1/2 x 3 x 42 | | 3 x 3 x 42 | |
| * FORE AND AFTERS. | | | | | | | | | | |
| Number | — | | — | | — | | — | | — | |
| Section and Scantlings | — | | — | | — | | — | | — | |
| Material | — | | — | | — | | — | | — | |
| HATCHES Thickness | 3 | | 3 | | 3 | | 3 | | 3 | |
| Remarks | All web plates have large brackets at ends | | | | | | | | | |

* 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 sidelights or buffers interfere with this assignment
 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.

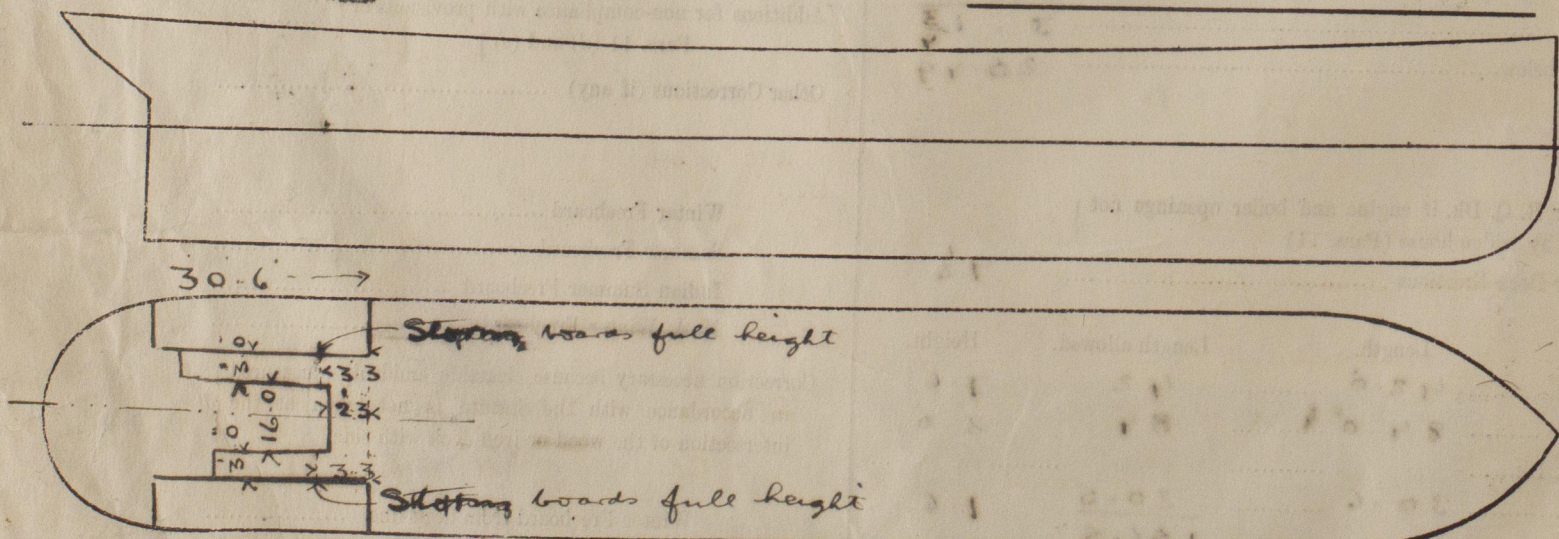
What is the thickness of the Bridge Sheerstrake? *no* Strake between Main and Bridge Sheerstrakes? *no*
 Delete the words { The Crew are, are not, berthed in the bridge house. *no*
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory. *no*

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *no* Sq. ft.

| | | | | | | |
|-----|---------|-----|---------|-----|---------------------------------------|---------------------|
| Ft. | Tenths. | Ft. | Tenths. | No. | } Freeing Ports (each side of vessel) | = <i>no</i> Sq. ft. |
| | x | | x | | | |
| | x | | x | | | |

Total deficiency or excess = *no* 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.

State any special features in the construction of the Vessel *New vessel. A preliminary freeboard assigned to this vessel on the 23rd October 1913 Approved Profile and Midship Section enclosed*

Owners

Address

Fee £

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