

№ 29046.

Port of Survey *Glasgow*
Date of Survey *White Building*
Name of Surveyor *P. H. MacRae*

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>Wm. & Thomas, Ltd 397</i> <i>S. Brentham</i>	<i>Glasgow</i> <i>British</i>	<i>129515</i>	<i>828</i>	<i>1910</i>	<i>100 A. 1</i> <i>Contingents</i>

Moulded Depth as measured.....14.3

14-10 $\frac{1}{2}$

2-2 $\frac{1}{2}$

12-3-

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

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CORRECTION FOR LENGTH.		
Length of Ship on Loadline.....	199.8	x
Length in Table	171.0	x
Difference	28.8	x
Correction for 10ft., Table A.	1.0	Table C.
x Difference divided by 10	2.88	(if required.)
If $\frac{1}{10}$ th length covered divide by 2	1.44	x = + $\frac{1}{2}$

11433 CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ th length covered 784

Thickness of usual wood deck, less stringer..... 3

- 3

CORRECTION FOR ROUND OF BEAM.		NOTE. —
Breadth at Gunwale amidships.....	30 0	round of beam should be repeated on the breadth of gunwale at the gunwale.
Round of Beam.....	7 1/2	
Normal round	7 1/2	
Difference	÷ 2 =	
Proportion of Deck uncovered (Para. 19)		

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

Freeboard, Table A	2 - 3 $\frac{2}{4}$ +
Correction for Sheer	<u>2 $\frac{3}{4}$</u> ✓
	2 - 1 +
	+ 1 $\frac{1}{2}$ ✓
Correction for Length	<u>2 - 2 $\frac{1}{2}$</u> ✓
	1 0 $\frac{1}{4}$ ✓
Allowance for Deck Erections	<u>1</u> $\frac{1}{4}$ $2\frac{1}{4}$ ✓
Correction for Round of Beam.....	
Correction for fall in Sheer (if any)	
Correction for Iron Deck (if required)	<u>3</u>
	$\frac{1}{4}$ $\frac{1}{4}$ $11\frac{1}{4}$ ✓
Additions for non-compliance with provisions of {	✓
Para. 11 (d) and (e) ‡	✓
Other Corrections (if any).....	

Winter Freeboard	0 - 11 $\frac{1}{4}$	102
Summer Freeboard	0 - 9 $\frac{1}{4}$	82
Indian Summer Freeboard		✓
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. } 124

Winter Freeboard from deck line
Summer " " " "
Indian Summer " " "
N. A. Winter,, " " "

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

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 measurement should be reported.

MARKED BY THE SURVEY, AND ALSO THE DEAD LOAD DRAFT FORWARD AND AFT, SHOULD BE

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men, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside
ing should be reported if possible.
obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-
height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
vessels the total standard mean sheer means the sheer measured at the stem and stern-
ing poops and forecastles, it means the sheer measured at points distant
length from stem and stern-post.

Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? ☒

To what height do the Reverse Frames extend? *dup framing*

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 *no openings*

Is the Poop or Raised Quarter Deck connected with the Bridge House? *yes* Has the Bridge House a

Give particulars of the means for closing the openings in Bulkhead *no openings*

What is the thickness of the Bridge Front plating? *.28* and Coaming plate? *.32*

Give scantlings and spacing of the Stiffeners *6 x 3 x 44 butt angle brackets 60 x 60*

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

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

How are the openings closed? *no openings*

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 a

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:—

Position and Size.		No. 1. 37' 1" x 17' 11"		No. 2. 36' 0" x 17' 11"		Dunfer. Hatch					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	3' 0"		2' 6"		2' 6"					
	Sides.....	.50		.50		.32					
	Thickness { Ends.....	.45		.45		.32					
SHIFTING BEAMS OR WEB PLATES.	Number.....	3		3		1					
	Section and Scantlings.....	as approved		as approved		3" x 13" x 1/2"					
	Material.....	Steel		Steel		Steel					
				3							
				1 @ 9 x 8							
				50 @ 8 x 7 1/2							
				R.P.							
				2 1/2							

* 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 it is the vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

nation 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. ss of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

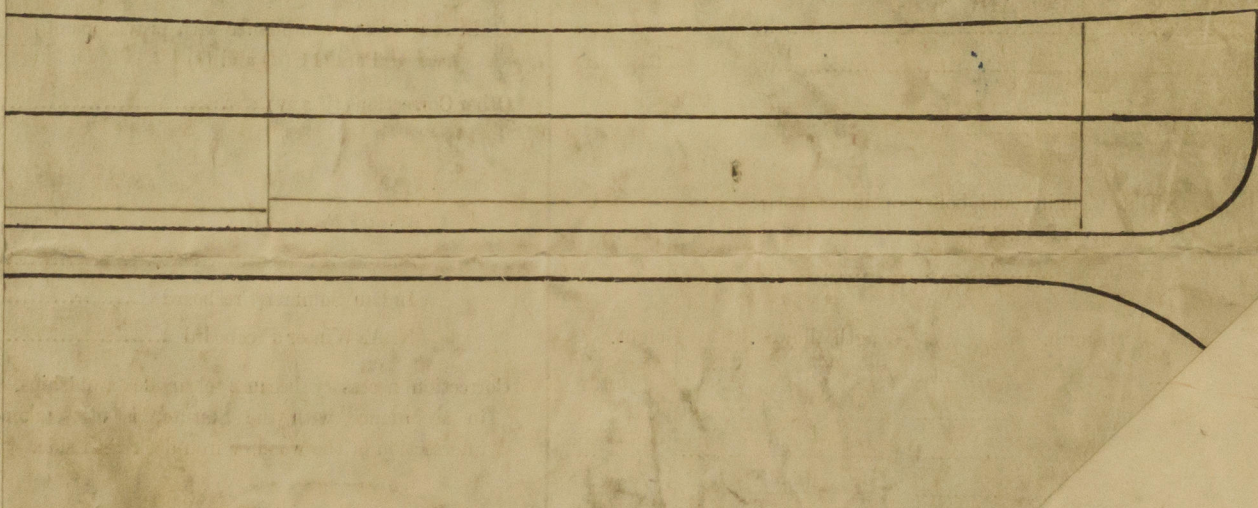
he words { The Crew ~~are~~, are not, berthed in the bridge house. not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

length of Bulwarks in well *38' 6"*

area of Freeing Ports required by Para. 11 (e) each side of vessel = *10.35* Sq. ft.

t. Tenth.	Ft. Tenth.	No.	} Freeing Ports (each side of vessel)	=	<i>10.5</i> Sq. ft.
3.5	x 1.3	x 1			
3.5	x 1.5	x 1			

Total deficiency or excess = *675* Sq. ft.



show hereon line of Floors or Tank Top with position of any Breaks in same; also height of Peak Tank

s in the construction of the Vessel

tion enclosed for reference
and request direct to London Office

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