

EXT ^{Null} 8/9/32

Index No. 30214
(For London Office only.)

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

TUE. OCT. 4 1927

Particulars relating to all steam ships either flush decked, or with
top gallant fore-castles, short poops and bridge houses disconnected, or
with top gallant fore-castles having long poops, or raised quarter decks
connected with bridge houses, or otherwise.

Same Shipbuilding Co L^d N^o 80

Port of Survey Glasgow
Date of Survey during completion
Name of Surveyor Albert Davis

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<i>BROUGHTY</i> Number in Register Book	<i>British</i>	<i>144705</i>		<i>1921</i>	<i>+ 100 A. 1 Contemplated</i>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	166.15	25.30	9.6 <i>9.4 to T. Top</i>	327.83
Length on LOADLINE.	165.06	Frame Depth $4\frac{1}{2}$ Rule " 3 $1\frac{1}{2}$ = .25	Ceiling <i>fixed</i> Sheer + .78 $3"$ drop in tank + .12	Peak Tanks } <i>incl.</i>
CORRECTED DIMENSIONS.	165.06	25.05	10.45 <i>64</i>	327.83

Moulded Depth as measured..... 11-9

Addition for Keel below base line
for draught record..... 1..... inches.

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

11-8
12-8
2-8
9-8

Co-efficient of fineness..... *. 458 . 74* *743*
 Any modification necessary }
 [Para. 4 (a) to (e)]* } *. 02 Cell Bottom*
 Co-efficient as corrected *. 44 . 72*

CORRECTION FOR LENGTH.	
Length of Ship on Loadline.....	165.06 ✓
Length in Table	141.0 ✓
Difference	24.06 ✓
Correction for 10ft., Table A. ....	.9 ✓ Table C.
× Difference divided by 10	2.16 ✓ (if required.)
If $\frac{6}{10}$ ths length covered divide by 2	+ 1" ✓

Sheer { Stem..... $66\frac{1}{2}$ } $108 \div 2 = 54$... Mean
 at { Sternpost ... $41\frac{1}{2}$ }

Sheer at $\frac{1}{3}$ of the length from { Stem 34 } $61.25 \div 2 = 30.62$... Mean
 { Sternpost $24\frac{1}{4}$ }

Gradual mean Sheer 54.83 ✓

Standard mean Sheer [Table, Para. 18] 26.5 ✓ Correction

Difference..... $28.33 \div 4 = 7$ ✓

§ If limited as Para. 18 (f)

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	✓
Thickness of usual wood deck, less stringer	3" ✓

CORRECTION FOR ROUND OF BEAM.		NOTE. — The round of beam should be reported on the full breadth of vessel at the gunwale.
Breadth at Gunwale amidships.....	25-0	
Round of Beam	6/4	
Normal round.....	6/4	
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.

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

¶ Fall in Sheer } $\div 2 =$
 Para. 18 (*d*) }
 Length uncovered ✓ Correction

ALLOWANCE FOR DECK ERECTIONS:—	
Freeboard, Table C.....	3/4
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)	1.1 1/2
Difference	10 1/4
Percentage as below.....	66.25% 64.15% - 6.88" + .14
Correction for R. Q. Dk. if engine and boiler openings not } covered by bridge house (Para. 11)	+ 1/4
Allowance for Deck Erections	- 6.71" 6 1/2 3/4

Freeboard, Table A	1 - 8 1/2
Correction for Sheer	<u>- 7</u>
	1 - 1 1/2 ✓
Correction for Length	<u>+ 1</u>
	1 - 2 1/2 ✓
Allowance for Deck Erections	<u>6 1/2 3/4</u>
	0 - 8 3/4
Correction for Round of Beam.....	✓
Correction for fall in Sheer (if any).....	✓
Correction for Iron Deck (if required)	
	<u>- 3</u>
	0 - 5 4 3/4
Additions for non-compliance with provisions of }	✓
Para. 11 (d) and (e) †	
Other Corrections (if any) <i>Height of raised L-beam</i>	<u>3 - 6</u>
	3 - 6 3/4

	Length.	Length allowed.	Height.
Forecastle.....	23'-6"	21'-45" 22'-72"	4'-0"
Bridge House	10'-45"	10'-45" ✓	4'-0"
† Raised Qr. Dk.....	95'-5"	95'-5" ✓	3'-6"
Pool.....			
Total	129'-85"	128'-89" ✓	4'-45" 78"
Length of Ship		165'-06"	
Corresponding percentage {	64'-15"		
(Para. 11, 12-13 , or 14)	66'-25% ✓		

Winter Freeboard	3 - 11 5 3/4
Summer Freeboard 1 3/4"	3 - ✓
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. } 1 3/4"

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, ^{Raised quarter} ~~Wood~~ (Iron) Deck :—

Fresh Water Line	above	centre of Disc	...	...	...	...	...
Indian Summer Line	"	"	"	...	...	...	...
Winter Line	below	"	"	...	...	...	...
Winter North Atlantic Line	"	"	"	...	...	...	...

Winter Freeboard from deck line	3- 11 ³ / ₄
Summer " " " "	3- 9 ³ / ₄ 10
Indian Summer " " " "	✓
N. A. Winter " " " "	✓
Raised quarter	12 3 10

Raised Quarter
line, Wood (Iron) Deck :—

	3"	10	3. 10	✓
...	3	3	3	✓
...				
...				
...		1 1/2	3 1/2	✓
...				
...				
...				

frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside ceiling should be reported if possible.

is obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the E.Q.D. is to be taken from the level of the top of the amidships beam.

decked vessels the total standard mean sheer means the sheer measured at the stem and stern.

in vessels having poops and forecastles, it means the sheer measured at points distant eighth of the vessel's length from stem and stern-post.

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 survey, and also the usual load draft forward and aft should be reported.

relatively to the straight
essel's draft at time of

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Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
 To what height do the Reverse Frames extend? *Acron bulk top*
 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 opening*
 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 *no openings*
 What is the thickness of the Bridge Front plating? *.24* and Coaming plate? *.30*
 Give scantlings and spacing of the Stiffeners *Stiff 5 x 3 x .48 Angls 30° apart*
 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? *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 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? *covered by Raised Quarter Deck*
 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 *Plating .24 Coaming .30 Stiff 2 1/2 x 2 1/2 x .25 spaced 30" apart*
 What is the height of the exposed Casings? *7-0* 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.		N ^o 1 = 27.0 x 14.0		N ^o 2 = 26.6 x 14.0							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	30"									
	Thickness	Sides.....		do							
		Ends.....									
SHIFTING BEAMS OR WEB PLATES.	Number	4									
	Section and Scantlings	5 x 3 x .30		do							
	Material	13 x .34									
* FORE AND AFTERS.	Number	None		do							
	Section and Scantlings										
	Material										
HATCHES	Thickness	2 1/2		do							
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 if 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 Shell Deck Rules.

What is the thickness of the Bridge Sheerstrake? _____ Strake between Main and Bridge Sheerstrakes? _____

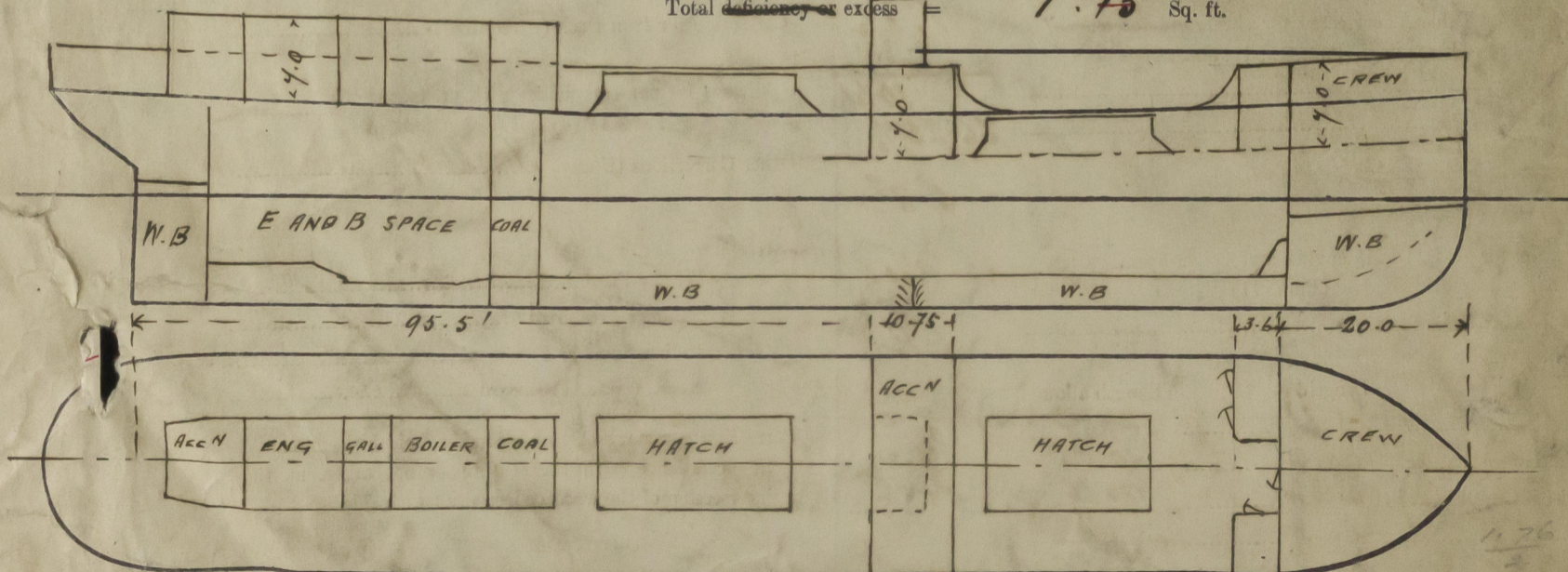
Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are~~ satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *36-0 35-21* 10.402 Sq. ft.

Ft. Tenth. Ft. Tenth. No. } Freeing Ports (each side of vessel) = *11.25* Sq. ft.
 1.5 x 2.5 x 3

Total deficiency or excess = *1.25* 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 *This vessel is stated to be a sister vessel to the H. Kermore, the Larue Shipbuilding Coe N^o 78 = Built at Larue she has been completed & fitted out by Scott & Sons - Bowdoin*
 Owners *The Dundee Perth & London Shipping Coy Ltd*
 Address *East Rock Street - Dundee*

Fee £ 2 : 2 : 0 Received by me