

22 JUL 1936

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(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Computation of Freeboard for Steamer, <del>Sailing Ship, Tanker</del>					Port of Survey <u>Aberdeen.</u>
having <u>Raised Quarter, Bridge and Forecastle Decks.</u>					Date of Survey <u>when building</u>
(Type of Superstructures.)					Name of Surveyor <u>T. Richardson.</u>
Ship's Name <u>"GLENGARRIFF"</u> <u>(J. LEWIS &amp; SONS 139.)</u>	Nationality and Port of Registry <u>British</u> <u>Beefast.</u>	Official Number <u>165154</u>	Gross Tonnage <u>865</u> <u>approx.</u>	Date of Build <u>1936.</u>	Particulars of Classification <u>* 100.A.1.</u>
Moulded Dimensions: Length <u>147' 4"</u>		Breadth <u>30' 6"</u>	Depth <u>18' 4" R.Q.D.</u>	<u>14' 33"</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth		<u>12' 1" = 1544</u>	<u>12' 18" = 1556</u>	tons	
Coefficient of fineness for use with Tables		<u>.743.</u>			

<b>Depth for Freeboard (D)</b> Moulded depth <u>18' 4" R.Q.D.</u> ... <u>14' 33" M.D.</u> Stringer plate ... <u>34 R.Q.D.</u> Sheathing on exposed deck $T \left( \frac{L-S}{L} \right) =$ Depth for Freeboard (D) = <u>14' 36"</u>	<b>Depth correction</b> (a) Where D is greater than Table depth (D - Table depth) R = <u>(14' 36" - 13' 15") 1' 518" = +1' 84"</u> <u>1' 21"</u> (b) Where D is less than Table depth (if allowed) (Table depth - D) R = <u>-</u> If restricted by superstructures <input checked="" type="checkbox"/>	<b>Round of Beam correction</b> Moulded Breadth (B) <u>30' 5"</u> Standard Round of Beam = $\frac{B \times 12}{50} =$ <u>7' 32"</u> Ship's Round of Beam <u>8"</u> = <u>8' 00"</u> Difference <u>.68</u> Restricted to <u>-</u> Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) =$ <u>.17 \times 2375 = -.04</u>
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### DEDUCTION FOR SUPERSTRUCTURES.

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...						Standard Height of Superstructure <u>6' 00"</u>
" overhang ...	<u>112' 42"</u>					" " R.Q.D. <u>3' 649"</u>
R.Q.D. enclosed ...	<u>112' 42"</u>	<u>112' 42"</u>	<u>4' 0"</u>	<u>-</u>	<u>112' 42"</u>	Deduction for complete superstructure <u>25' 73"</u>
" overhang ...						Percentage covered $\frac{S}{L} =$ <u>77' 92"</u>
Bridge enclosed ...	<u>11' 00"</u>	<u>11' 00"</u>	<u>7' 0"</u>	<u>-</u>	<u>11' 00"</u>	" " $\frac{S_1}{L} =$ <u>76' 25"</u>
" overhang aft ...						" " $\frac{E}{L} =$ <u>76' 25"</u>
" overhang forward ...	<u>23' 77"</u>					Percentage from Table, Line A. <u>70' 69"</u>
F'cle enclosed <u>eq. mtd.</u>	<u>23' 77"</u>	<u>23' 77"</u>	<u>7' 0"</u>	<u>-</u>	<u>23' 77"</u>	(corrected for absence of forecastle (if required))
" overhang ...	<u>6' 57' 7"</u>	<u>3' 28"</u>			<u>3' 28"</u>	Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...						Deduction = <u>25' 73" \times 7069 = - 18' 19"</u>
" " forward ...						
Total ...	<u>153' 75"</u>	<u>150' 47"</u>			<u>150' 47"</u>	

### SHEER CORRECTION.

Station	Standard Ordinate	S	M	Product	Actual Ordinate	Effective Ordinate	S	M	Product	
A.P. ...	<u>29' 73"</u>	1		<u>29' 73"</u>	<u>35' 5"</u>	<u>39' 70"</u>	1		<u>39' 70"</u>	Mean actual sheer aft = <u>Exam</u>
$\frac{1}{8}$ L from A.P. ...	<u>13' 23"</u>	4		<u>52' 92"</u>	<u>16"</u>	<u>17' 67"</u>	4		<u>70' 68"</u>	Mean actual sheer forward = <u>Exam</u>
$\frac{2}{8}$ L " ...	<u>3' 27"</u>	2		<u>6' 54"</u>	<u>4' 5"</u>	<u>437"</u>	2		<u>8' 74"</u>	Mean standard sheer aft
Amidships ...	<u>-</u>	4		<u>-</u>	<u>-</u>	<u>-</u>	4		<u>-</u>	Mean standard sheer forward
$\frac{3}{8}$ L from F.P. ...	<u>6' 54"</u>	2		<u>13' 08"</u>	<u>9' 2"</u>	<u>9' 25"</u>	2		<u>18' 50"</u>	Length of enclosed superstructure forward of amidships = <u>&gt; 1L</u>
$\frac{1}{8}$ L " ...	<u>26' 46"</u>	4		<u>105' 84"</u>	<u>32' 5"</u>	<u>32' 50"</u>	4		<u>130' 00"</u>	" " aft of " = <u>&gt; 1L</u>
F.P. ...	<u>59' 46"</u>	1		<u>59' 46"</u>	<u>72' 5"</u>	<u>72' 50"</u>	1		<u>72' 50"</u>	
Total ...				<u>267' 57"</u>					<u>340' 12"</u>	

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{72' 55"}{18} \left( .75 - \frac{3896}{3604} \right) = -1' 45"$

If limited on account of midship superstructure. ☒

If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft. ☒

Deduction for Tropical Freeboard.  
Addition for Winter and Winter North Atlantic Freeboard.

Depth to Freeboard Deck = 18' 36"  
Summer freeboard = 4' 48"  
Moulded draught (d) = 13' 88"

Deduction for Tropical freeboard and addition for Winter freeboard =  $\frac{d}{4}$  inches = 3' 47" = 3' 2"  
Addition for Winter North Atlantic Freeboard (if required) = 5' 2"

Deduction for Fresh Water.

Displacement in salt water at summer load water line  
 $\Delta =$  1835  
Tons per inch immersion at summer load water line  
 $T =$  12' 18"  
Deduction =  $\frac{\Delta}{40T}$  inches  
 $=$  3' 77"  
 $=$  3' 34"

TABULAR FREEBOARD corrected for Flush Deck (if required)

Correction for coefficient  $\frac{.743 + .69}{1.36} = \frac{1.423}{1.36} =$

	+	-
Depth Correction ...	<u>1' 84"</u>	<u>-</u>
Deduction for superstructures ...	<u>-</u>	<u>18' 19"</u>
Sheer correction ...	<u>-</u>	<u>1' 45"</u>
Round of Beam correction ...	<u>-</u>	<u>.04</u>
Correction for Thickness of Deck amidships	<u>-</u>	<u>-</u>
Other corrections, scantlings, etc. <u>Light R.Q.D.</u>	<u>48' 00"</u>	<u>-</u>

Summer Freeboard = 53' 86"

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck: -

Tropical Fresh Water Line above Centre of Disc ...	<u>7' 4"</u>
Fresh Water Line " " ...	<u>3' 34"</u>
Tropical Line " " ...	<u>3' 2"</u>
Winter Line below " " ...	<u>3' 3"</u>
Winter North Atlantic Line " " ...	<u>5' 3"</u>

Tropical Fresh Water Freeboard ...	<u>3' 10' 1/2"</u>
Fresh Water " " ...	<u>4' 2"</u>
Tropical " " ...	<u>4' 2' 1/4"</u>
Winter " " ...	<u>4' 9' 1/4"</u>
Winter North Atlantic " " ...	<u>4' 11' 1/4"</u>

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# PARTICULARS OF PROTECTION TO OPENINGS, ETC.

HATCHWAYS ON FREEBOARD AND SUPERSTRUCTURE DECKS									
Description of Hatchway			No. 1. FORWARD. MAIN DECK.			No. 2. RAISED Q <sup>R</sup> DECK.			
Dimensions of Hatchway			39' 9" x 16' 3 1/2" at top. 42' 2" x 19' 0" at side.			43' 4" x 16' 3 1/2" at top. 45' 4" x 18' 10" at side.			
COAMINGS	{	Height above Deck	3' 9" ends. 3' 11 1/2" centre.			3' 3" ends. 3' 5" centre.			
		Thickness	4 1/2"			4 1/2"			
		Sides Ends	7 x 3 x 40 B.A.			as No. 1. Hatch			
		Stiffeners	3 1/2" plate. 3 x 3 x 34 angles. spaced 7' 4" apart.						
HATCH BEAMS	{	Number	6			6			
		Spacing	5' 8"			6' 2 1/4"			
		Scantling and Sketch	Plat 21" x 10 1/2" x 38" Angles 3 1/2" x 3 1/2" x 42" Solid Cope 3" x 1 1/2"			as No. 1. Hatch			
		Bearing Surface	3"			3"			
FORE AND AFTERS	{	Number	none.			none.			
		Spacing							
		Unsupported Lengths							
		Scantling* and Sketch							
HATCH COVERS	{	Material	W. W.			as No. 1. Hatch			
		Thickness	3"						
		How fitted	Fore & after.						
		Bearing Surface	3 1/2"						
Spacing of Cleats			maximum 24			as No. 1. Hatch			
Number of Tarpaulins			2.						
*Are wood fore and afters steel shod at all bearing surfaces? Yes.									
Are battens and wedges efficient and in good condition? Yes.									
Are tarpaulins in good condition and in accordance with rule requirements? Yes.									
Are lashings provided in accordance with rule requirements? Yes. with Tightening Screws as approved.									

Particulars of fiddle, funnel and ventilator coamings:—

Stoke Hold gratings covered by strong steel hinged covers.  
 Fiddle, Funnel and Vents in efficient condition.  
 Engine skylight of steel, strongly constructed, with steel sashes and prismatic lights.  
 Canvas cover provided.

Particulars of Flush Bunker Scuttles:—

none fitted.

Particulars of Companionways:—

Entrance to Bridge accommodation through steel house on Bridge Deck. Stairway 3' 6" x 2' 3".  
 Door into Deck house 4' 6" x 1' 10". Teak. 1 1/2 frames. 7 panels. 18" die. Door operated both sides.

Particulars of Ventilators in exposed positions on freeboard and superstructure decks:—

1. Vent on Deck 15" diam. Coaming 39" x 36" led to Hold.
2. " " " 6" " " 12" x 30" " " Crew Space.
2. " " Raised Q. Deck 15" " " 36" x 36" " " Hold.
3. " " Bridge (mushroom) 6" " 6" above wood deck.

all Vents constructed in accordance with Rules & Coamings closed with Tin covers, also Canvas Covers.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

1. W. I. air pipe on Forecastle Deck. 18" high x 4" diam. from Fore Peak Tank.
1. " " " 36" diam. forward. 36" x 3" " " No. 1. C. D. B. Tank.
2. " " " R. Q. Deck 30" x 2 1/2" " " 2. " "
1. " " " " 30" x 2 1/2" " " upper after Peak Tank.
1. " " " " 30" x 2 1/2" " " lower " "

all air pipes have bends at top and are closed with crewed plugs, attached with chains.

Particulars of Gangway Cargo and Coaling Ports:—

none fitted.



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Particulars of Scuppers and Sanitary Discharge Pipes:—

all deck scuppers are cut through gunwale bars above freeboard and Quarter Dk.  
4" diam Discharge from Crews W.C. forward. Cast Steel. G.M. Stem valve on ships side, out 4.6 below Dk. Dk.  
4" " " Officers W.C. in Casings. " " " " " " " " " " 5.6 " Q<sup>r</sup> " ✓

Particulars of Side Scuttles:—

8" diam. to Crew Space in Forecastle, fitted with hinged dead lights.  
8" " " Bridge Accommodation " " " " " " ✓  
10" " " " front Bulkhead " " " " " " ✓  
all scuttles of substantial construction. ✓

Particulars of Guard Rails:—

Steel bulwarks on Dk. Dk. in forward well. 4.0 high. Efficiently constructed and supported.  
" " " Q<sup>r</sup> Dk. 3.4 " " " " " " ✓  
" " " Bridge Dk. 3.0 " " " " " " ✓  
Guard rails on Dk. Dk. 3.0 high, with 2 rods and stanchions spaced about 4.6 apart. ✓

Particulars of Gangways, Lifelines, etc.:—

Top of No. 1. Hatch in Fore Well forms gangway.  
One row of stanchions fitted in riveted sockets in bulb angle on side of Hatch  
coaming in Well. 2.9 high above top of Hatch, with steel wire lashed at each end of Well.  
Wood gangways from ladders at bridge and fore-castle led to hatch top.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..	112.5 ✓	3.4	2.6" x 1.6"	6. ✓ as approved.	22.5 ✓	22.47 ✓
Forward Well ... ..	43.6 ✓	4.0	2.6" x 1.6"	3. ✓ as approved.	11.25 ✓	10.85 ✓
State position of each freeing port ... .. { After Well:— from Bridge aft. end. 5.2". 18.9". 35.3". 51.6". 68.0". 81.0". 4 1/2" above R.Q.Dk. (F. and A. position and height above deck edge) { Forward Well:— " " front. 2.0". 17.0". 30.0 " " " " " " " " 9 1/2 " 36". State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such:— Additional area where sheer is less than standard. Fitted with hinged plate shutters & 1 rod in centre. ✓						

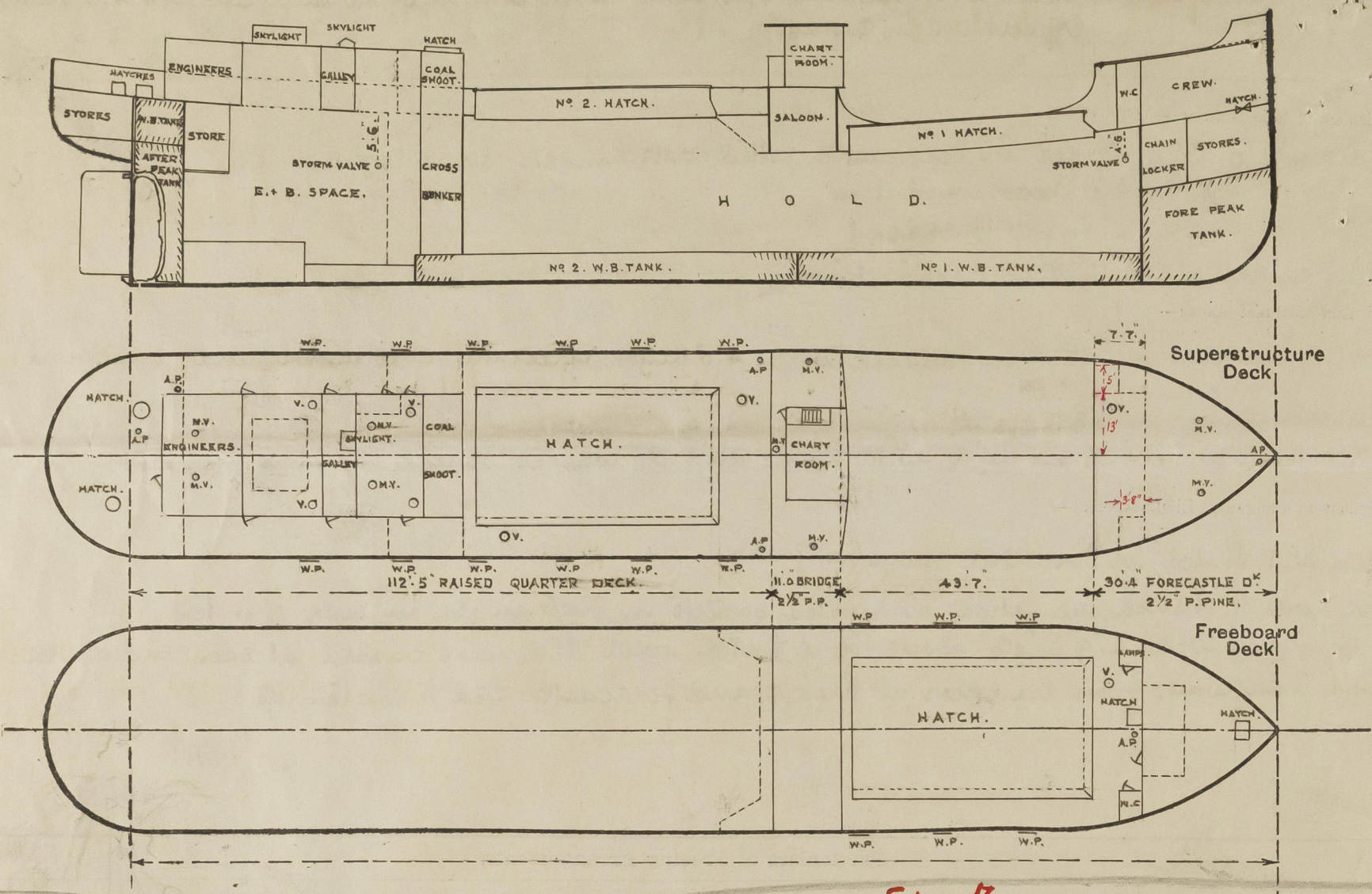
Particulars of Superstructures, Trunks, Casings, Deckhouses.								
	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..								
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..								
Bridge, Forward Bulkhead ... ..	30 ✓	30 ✓	3+3+30 A. ✓ 6+3+34 B.A. in line with Hatch sides ✓	27" to 36" ✓	15" Brackets top & bottom ✓	1.7" light ✓		4.0 R.Q.Dk. ✓
Forecastle Bulkhead ... ..	34 ✓	30 ✓	6+3+34 B.A. ✓	30 ✓	Lugs top & bottom ✓	10" light ✓		7.0 ✓
Trunk, Aft ... ..	28 ✓	28 ✓	3+3+28 A ✓	about 30 ✓		10 4.6+2.4 ✓	18 ✓	7.0 ✓
Trunk, Forward ... ..								
Exposed Machinery Casings on Fore-board or Raised Quarter Decks ...	32 ✓	29 ✓	3 1/2+3+22 A ✓	24" to 32" ✓	Brackets at Casings top ✓	2 @ 4.6 x 1.10 S. Hold. } 2 @ 4.6 x 1.10 E. Room. } 1 @ 1.9 x 1.6 Bulkhead } on starboard side } 35" ✓	18 ✓	7.0 ✓
Exposed Machinery Casings on Super-structure Decks ... ..								
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ...								

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	one. opening light 7" diam. 1.6" to centre above R.Q.Dk. No openings
Bridge, Forward Bulkhead ... ..	size. opening light 10" diam. 1.6" to centre below B.Dk. No openings
Forecastle Bulkhead ... ..	one. Steel door into Crew space. manipulated both sides. ✓
Exposed Machinery Casings on Fore-board or Raised Quarter Decks ...	2. steel doors into Engine Room. 2 steel doors into Stoke Hold. 2 steel doors into Galley.
Exposed Machinery Casings on Super-structure Decks ... ..	1. steel door into W.C. port side. manipulated both sides. ✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	1. steel door into Coal shoot. Hinged plate cover. Hooked outside. ✓
Deckhouses on Flush Deck Ships ...	



*Glenarriff*

Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shewn on the following sketches:—



Forecastle.  $\frac{30.33}{7.58} = \frac{22.75}{22.75}$   
 $\frac{3.66 \times 5}{18} = \frac{22.75}{1.02} = 23.77 \text{ equivalent}$   
 $\frac{30.33}{23.77} = 1.276$   
 $\frac{23.77}{6.56} = 3.62$  overlap.

State any special features in the construction of the ship:—

This vessel is intended for the home coasting trade (Ireland + West Coast of England + Scotland).  
 Timber Freeboard not required.  
 The Vessel surveyed during construction. F.E. Report will follow on completion.  
 The particulars given herewith (where relating to items not yet fitted) are as proposed by the Builders, and the completion of same, will be advised, together with Verification form.  
 Particulars of Displacement etc, as received from the Builders.  
 External Draft at 13'0" mean draft 1690 Tons. Tons per Inch = 12.04.  
 " " " 13'6" " " 1763 " " " = 12.11.  
 " " " 14'0" " " 1836 " " " = 12.18.  
 Plans of Profile and Section as approved, forwarded herewith for reference, also plan of Wash Ports.

Builder's name and yard number Messrs John Lewis & Sons Ltd. Yard No. 139. (now building)

Names of sister ships "ROSAPENNA"

Owners John Kelly Ltd. Belfast.

Fee £ 8 : 0 : 0 Received by me \_\_\_\_\_