

SAT. 10 SEP. 1921

Port of Survey *DUBLIN*
Date of Survey *7TH SEPTEMBER 1921.*
Name of Surveyor *W. J. P. H.*

ARTICULARS RELATING
TOP GALLANT FORECAST
WITH TOP GALLANT FOR
CONNECT

Handwritten: B.T. COPY WRITTEN
Handwritten: Dublin Shipboard
Ship's Name

| Ship's Name | Port of Registry and Nationality. | Official Number. | Gross Tonnage. | Date of Build. | Particulars of Classification. |
|----------------|--------------------------------------|---------------------|-------------------|----------------|--------------------------------|
| S.S. "KYLEBEG" | GLASGOW BRITISH | 146275 | | 1921 | 100 A1 (CLASS CONTEMPLATED) |

Moulded Depth as measured..... $13-3\frac{3}{4}$ "

Addition for Keel below base line
for draught record..... $1\frac{1}{2}$ inches.

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

Co-efficient of fineness..... *.75*
Any modification necessary { *C.B.B.*
[Para. 4 (a) to (e)]* }
Co-efficient as corrected *.73*

CORRECTION FOR LENGTH.

| | | |
|--|--------|----------------|
| Length of Ship on Loadline..... | 180 | |
| Length in Table | 159.75 | |
| Difference | 20.25 | |
| Correction for 10ft., Table A. | .9 | Table C. |
| × Difference divided by 10 | 1.82 | (if required.) |
| If $\frac{6}{10}$ ths length covered divide by 2 | .91 | + 1 |

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..... **28'-9"**
 Round of Beam **7 1/2'**
 Normal round..... **7 1/4**
 Difference **1/4 ÷ 2 = 1/8**
 Proportion of Deck uncovered (Para. 19)

Shear { Stem..... $64''$ } $106 \div 2 = 53''$... Mean
 at { Sternpost ... $42''$ }

Shear at $\frac{1}{3}$ of the length from { Stem $35\frac{1}{2}''$ } $59\frac{1}{2} \div 2 = 29\frac{3}{4}''$... Mean
 { Sternpost $24''$ } $\div 55 = 54.1$

Gradual mean Sheer 53.55

Standard mean Sheer [Table, Para. 18] ... 28

Difference..... $25.55 \div 4 =$

§ If limited as Para. 18 (f) $-6\frac{1}{2}$

Rise in Sheer from amidships [Para. 18 (e)] { At front of bridge house..... } **NOT REQUIRED.**
 { At after end of forecastle

Fall in Shear } $\checkmark \div 2 =$ **NOT REQUIRED.**
 Para. 18 (d) }
 Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS :—

| | |
|--|-----------------------------------|
| Freeboard, Table C..... | 4 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 - 6 |
| Difference | 1 - 1 ¹ / ₄ |
| Percentage as below..... | 66.1% |
| | - 8.76 |

| | |
|---|--------|
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | + .53 |
| Allowance for Deck Erections | - 8.43 |
| | - 8.1 |

| | Length. | Length allowed. | Height. |
|----------------------|----------------------|-----------------|---------|
| Forecastle..... | 24.18 (20.02 closed) | 23.34 | 7'-0" |
| Bridge House | 11.5 (11.0 closed) | 11.0 | 7'-0" |
| † Raised Qr. Dk..... | 104.98. | 104.98 | 4'-0" |

Total 139.32
 Length of Ship 180 = .774
 Corresponding percentage {
 (Para. 11, 12, 13, or 14) { 66.1%

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, W

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

| | | |
|-------------------------------|---|-------------------|
| Winter Freeboard | | 4-7 $\frac{1}{2}$ |
| Summer Freeboard | 2 | 4-5 $\frac{1}{2}$ |
| Indian Summer Freeboard | | ✓ |
| N. A. Winter Freeboard | | - |

Correction necessary because clearside amidships, measured }
in accordance with the Statute is not taken at the } 1 1/4"
intersection of the ~~waterline~~ iron deck with side.

| | | |
|--|-------|-----------------------------------|
| Winter Freeboard from deck line | | 4-8 ³ / ₄ |
| Summer " " " " | | 4-6 ³ / ₄ |
| Indian Summer " " " | | " |
| N. A. Winter " " " | | " |
| (Iron) Deck: - 1 ¹ / ₂ " 2 ¹ / ₂ " 3 ¹ / ₂ " 4 ¹ / ₂ " | | 4-6 ¹ / ₂ " |

† 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.

MARKING REPORT
REF: 20/9/2

| Position and Size. | | No. 1 Hatch 31' x 17' 11" | | No. 2 Hatch 24' x 17' 6" | | | | | |
|-------------------------------|------------------------------|---------------------------|------------|--------------------------|-------|-------|-------|-------|--|
| Item. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | Ship. | Rule. | |
| COAMING. | | | | | | | | | |
| Height above top of DECK | 3'-0" | 3'-0" | 3'-0" | 3'-0" | | | | | |
| Thickness { Sides..... | .44 | .44 | .44 | .44 | | | | | |
| { Ends..... | .44 | .44 | .44 | .44 | | | | | |
| SHIFTING BEAMS OR WEB PLATES. | | | | | | | | | |
| Number | 51 X | 51 X | 51 X | 51 X | | | | | |
| Section and Scantlings | T 15 x .36 | T 15 x .36 | T 15 x .36 | T 15 x .36 | | | | | |
| Material | STL | STL | STL | STL | | | | | |
| * FORE AND AFTERS. | | | | | | | | | |
| Number | NONE. | NONE. | NONE. | NONE. | | | | | |
| Section and Scantlings | | | | | | | | | |
| Material | HATCH COVERS WITH FORG. ATT. | | | | | | | | |
| LATCHES Thickness | 3" H. W. | 3" | 3" H. W. | 3" | | | | | |
| Remarks..... | | | | | | | | | |

Hand-drawn plan view of the ship's hull. The drawing shows the internal layout of the hull, including the engine room, boiler room, and various hatches. The hull is divided into several sections, with labels for each compartment. The drawing is oriented with the bow at the top and the stern at the bottom. The hull is shown in cross-section, with the internal structure and compartments clearly visible. The drawing is a technical sketch, likely for construction or repair purposes.

Labels and compartments visible in the plan view:

- REAR PEAK
- ENGINE ROOM
- BOILER ROOM
- HATCH
- WATER TANK
- FORE PEAK
- WATER TANK
- 5" DIAMETER
- REAR HATCH
- NO. 1 HATCH
- COAL SPACE

See I. R. Report.



Lloyd's Register
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