

Bill 10/2/33

Mod. Report No. 10963.

Index No. 29803  
(For London Office only.)

THU. 3 MAR. 1921

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD. (Verification Report)

PARTICULARS IN RESPECT OF STEAM SHIP HAVING ~~SPAR OR AWNING DECK~~  
completely closed. Shelter Deck.

Port of Survey Middleburgh  
Date of Survey During construction  
Name of Surveyor J. R. Peppie

**B.T. COPY WRITTEN**

Arola-mendi  
Ship's Name  
S. VIRGINIA PEIRCE  
Owner: James S. B. No. 5  
Number in Register Book

Port of Registry and Nationality: Spain Bilbao Spanish

Official Number: ✓

Gross Tonnage: 5579.01

Date of Build: 1921

Particulars of Classification: 100 A1 Shelter Deck with freeboard. (Contemplated)

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	400.0	53.0	32.8	5579.01
Length on LOADLINE	399.5	Frame Depth Rule " 6.5" 5.12 5.8 -83	Ceiling <u>+20</u> Sheer <u>+91</u>	Peak Tanks <u>included.</u>
CORRECTED DIMENSIONS.	399.5	<u>52.17</u> <u>52.0</u>	33.91	5579.01

Co-efficient of fineness ..... .79 to Shelter Deck.  
Any modification necessary } -.02. C.D.B.  
[Para. 4 (a) to (e)\*]  
Co-efficient as corrected ..... use .77

Moulded Depth as measured 26-11 Deck.  
" " " 35-8 5" Shelter Deck or Awning-Deck.

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

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<u>399.5</u>
Length in Table.....	<u>323.8</u>
Difference.....	<u>76.05</u>
Correction for 10ft.....	<u>0.7</u>
× Difference ÷ 10 =	<u>5.35</u>
	<u>+ 5 1/2"</u>

Allowance for strength in excess of Lloyd's rules = 23 1/2

State particulars—

completely closed. Shelter Deck.  
Bulk. angle. frames. Carved. Contouring.  
on alternate frames. Strengthened  
topside. Sides under deck with  
widely spaced. Bulk. pillars.  
Solid floors on every 3<sup>rd</sup> frame. in D.K.  
on every frame. in Engine space + forward  
of 3/5 L  
Collins' bulkhead. extended to Shelter Deck.  
Dive. W.T. bulkhead.  
Cellular Double Bottom. 1<sup>st</sup> strength.  
after peak tank. for boiler bulkhead.

Gradual 82.73  
Standard 49.95  
36 | 32.78  
91

Sheer at Stem ..... 9-4" at 1/4 length from Stem ..... 5-2 1/2"  
Sternpost... 4-0" " " " Sternpost... 2-4 1/2"  
Drop in Sheer abaft amidships..... Nil.

Round of Spar-deck Beam..... 12"  
" " Main-deck " ..... 12"

	Length	×	Height.	State if open or closed at ends.
Forecastle .....	<u>37-6"</u>	×	<u>7-6"</u>	<u>closed.</u>
Bridge.....		×		
Poop.....		×		

completely closed. Shelter Deck.

Height of 'Tween Decks..... 8-6  
(From top of beam to top of beam at side)

Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table A & C.....	<u>3-3/4</u>
Correction for Length.....	<u>+ 5 1/2</u>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	<u>3-8 3/4</u>
	<u>8-6</u>
	<u>12-2 3/4</u>
Correction for Strength in excess of Lloyd's rules.....	<u>1-11 1/2</u>
	<u>10-3/4</u>
Correction for Iron Deck if required.....	<u>- 3 1/2</u>
	<u>9-11 3/4"</u>
Other Corrections (if any).....	<u>✓</u>
Winter Freeboard.....	<u>9-11 3/4"</u>
Summer Freeboard.....	<u>9-5 3/4</u>
Indian Summer Freeboard.....	<u>8-11 3/4</u>
N. A. Winter Freeboard.....	<u>✓</u>

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } 1/4

Winter Freeboard from Deck Line.....	<u>10-1 1/2</u>
Summer " " " ".....	<u>9-7 1/2</u>
Indian Summer " " " ".....	<u>9-1 1/2</u>
N.A. Winter " " " ".....	<u>✓</u>
Freeboard from Deck Line (Wood/Iron) Deck:—	
Fresh Water Line above centre of Disc ...	<u>9-7 1/2"</u>
Indian Summer Line " " " ".....	<u>7</u>
Winter Line below " " " ".....	<u>6</u>
Winter-North Atlantic Line " " " ".....	<u>6</u>

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

<u>4.3.21</u> Fresh Water Line above centre of Disc ...	<u>9-7 1/2"</u>
Indian Summer Line " " " ".....	<u>7</u>
Winter Line below " " " ".....	<u>6</u>
Winter-North Atlantic Line " " " ".....	<u>6</u>

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.  
\* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

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MARKING FORM  
RECEIVED 24 FEB 1930

MARKING FORM  
RECEIVED 7 JUL 1925

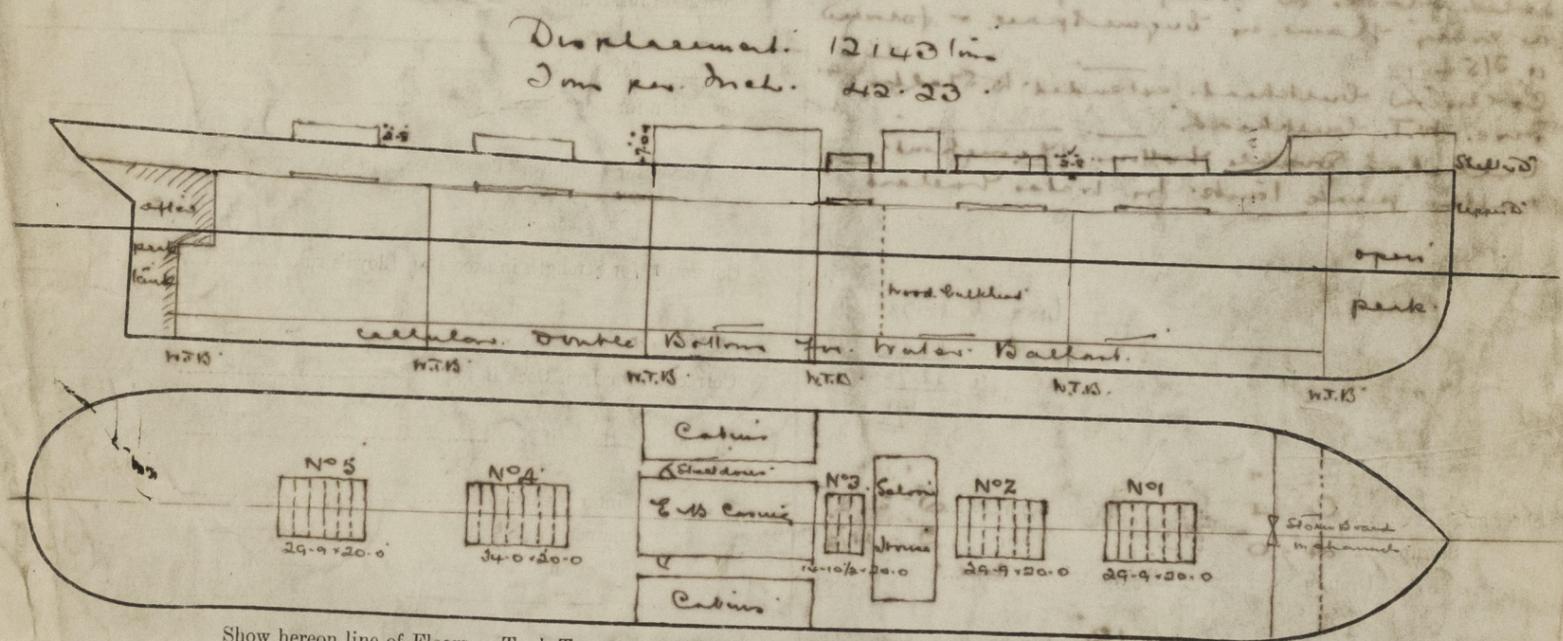


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Do all the Frames extend to the top Height in the ~~upper~~ <sup>main</sup> deck? **Yes**  
 Do all the Frames extend to the top height in the Poop?  **Yes**  
 To what height do the Reverse Frames extend? **Bull. Angle Frames**  
 Has the Poop an efficient Iron Bulkhead at the fore end?   
 Give particulars of the means for closing the openings in Bulkhead   
 Is the Poop connected with the Bridge House?  **Yes**  
 Give particulars of the means for closing the openings in Bulkhead   
 What is the thickness of the Bridge Front plating?  and Coaming plate?   
 Give scantlings and spacing of the Stiffeners   
 Are bracket plates fitted at each end of the Stiffeners?  Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?   
 Has the Bridge House an efficient Iron Bulkhead at the after end?   
 How are the openings closed?   
 Is the Forecastle at least as high as the main or top-gallant rail? **7.6**  
 Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse? **Casings**  
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? **Yes**  
 Give thickness of plating; scantlings and spacing of Stiffeners **.44, .40 coaming, .38-26 plating, 3 1/2" x .40 angle, 38" apart.**  
 What is the height of the exposed Casings? **7.0** Are suitable means provided for closing all openings in them in bad weather? **Steel doors 2.0 x 2.0**  
 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**  
**Cas. Bunks**

Position and Size.	101.29.9 x 20.0		103.29.9 x 20.0		103.14.10 1/2 x 18.0		34.0 x 20.0 104.		105.29.9 x 20.0		
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	2.8	2.0	2.8	2.0	2.8	2.0	2.8	2.0	2.8	2.0
	Thickness	Sides	.48	.48	.48	.48	.44	.44	.50	.48	.48
		Ends	.44	.44	.44	.44	.44	.44	.44	.44	.44
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	5	2	6	5	5	5	5	
	Section and Scantlings	18 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4	16 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4	18 x 36 I 4 x 3 x 4		
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings	Hatches fitted		Fore aft							
HATCHES Thickness	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	
Remarks	Bull. angle fitted to side and		coaming 1.8		above deck with stays.						

\* 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.)



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 has been built in accordance with the approved plans, Complete shell-deck, Bull-angle frames, Scupper led from upper deck bulwarks, Cellular double bottom throughout, Ceiling n.a. fitted to Tank top.**  
**This is a Sloop vessel built by the S.S. "Glen Parry" yard, 204 High Rd. 20 10941**  
**The approved plans are at present in hands in connection with the T.B. report S.S. "Glen Parry"**

Builder **James Dewart Furness, S.W. 60 2 205**

Address

Fee £ 11 : 0 : 0

Received by me

