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(For London Office only.)

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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 *Middle Branch*
Date of Survey *During construction*
Name of Surveyor *J. R. Spie.*

Ship's Name. *Arola-mendi*
~~S. VIRGINIA PEIRCE~~
Don't know S. 186 N° 5
Number in Register Book _____

Port of Registry
and Nationality.

Official
Number.

Gross
Tonnage.

Date of Build.

Particulars of Classification.

Al Shells D^e 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 11" Rule " 6' 5" 5' 8" 5' 2" - 5' 8" = .83	Ceiling ^{+20"} Sheer ^{+91"}	Peak Tanks ^{included.}
CORRECTED DIMENSIONS.	399.5 ✓	52.17 52.0	33.91	5579.01

Moulded Depth as measured 26'-11" ^{upper} Deck.
" " " 35'-8" 5" ^{Shallow} Spar or Lining Deck.

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

Co-efficient of fineness 79 to Shelter Deck.
Any modification necessary } - 02. CDB
[Para. 4 (a) to (e)* }
Co-efficient as corrected Use 77

CORRECTION FOR LENGTH:—

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	399.6
Length in Table	<u>323.8</u>
Difference	76.05
Correction for 10ft.....	0.7
× Difference ÷ 10 =	5.35
	+ 5½"

Allowance for strength in excess of Lloyd's rules = $23\frac{1}{2}$

State particulars—
Completely closed. Shelter Deck.
Built. angle. frame. Carved. Conformances,
on alternate frame. Strengthened
top sides. Sides under deck with
widely spaced. Built pillars.
Solid floor on every 3rd frame. in D.K.
on every frame is Engine space. + forward
of 3/5 L.
Collision bulkhead. extended to 5th Station etc.
Fire. W.T. bulkhead.
Cellular Double bottom. 1st strength.
after peak tank. for. water ballast

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 B C	3 - 3 $\frac{1}{4}$
Correction for Length	+ 5 $\frac{1}{2}$
	<hr/> 3 - 8 $\frac{3}{4}$
Correction for Height of 'Tween Decks in Spar-decked Ships.....	8 - 6
	<hr/> 12 - 2 $\frac{3}{4}$
Correction for Strength in excess of Lloyd's rules.....	1 - 11 $\frac{1}{2}$
	<hr/> 10 - 3 $\frac{1}{4}$
Correction for Iron Deck if required	- 3 $\frac{1}{2}$
	<hr/> 9 - 11 $\frac{3}{4}$
Other Corrections (if any).....	

Winter Freeboard.....	9' 11 $\frac{3}{4}$ "
Summer Freeboard.....	9' 5 $\frac{3}{4}$ "
Indian Summer Freeboard.....	8' 11 $\frac{3}{4}$ "
N. A. Winter Freeboard.....	✓

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the ~~wood~~ iron deck with side } 1 3/4

Winter Freeboard from Deck Line	10-1 1/2
Summer " " "	9-7 1/2
Indian Summer " "	9-1 1/2
N.A. Winter " "	✓

Sheer at Stem 9'-4" at $\frac{1}{8}$ length from Stem 5'-2 $\frac{1}{2}$ "
 Sternpost... 4'-0" " " " Sternpost... 2'-4 $\frac{1}{2}$ "
 Drop in Sheer abaft amidships..... 2'-11"
 Round of Spar-deck Beam..... 12'-0"
 " " Main-deck " 12'-0"

	Length	×	Height.	State if open or closed at ends.
Forecastle	37-6	×	7-6	closed.
Bridge.....	}	×	—	Completely closed. Shell Deck.
Poop.....		×		

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

4.3.21

Fresh Water Line	above centre of Disc	9-
Indian Summer Line	" " " " " "	7
Winter Line	below " " " " " "	6
Winter North Atlantic Line	" " " " " "	✓

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.

MARKING FORM
RECEIVED 24 FEB 1930

MARKING FORM
RECEIVED 7-JUL 1925

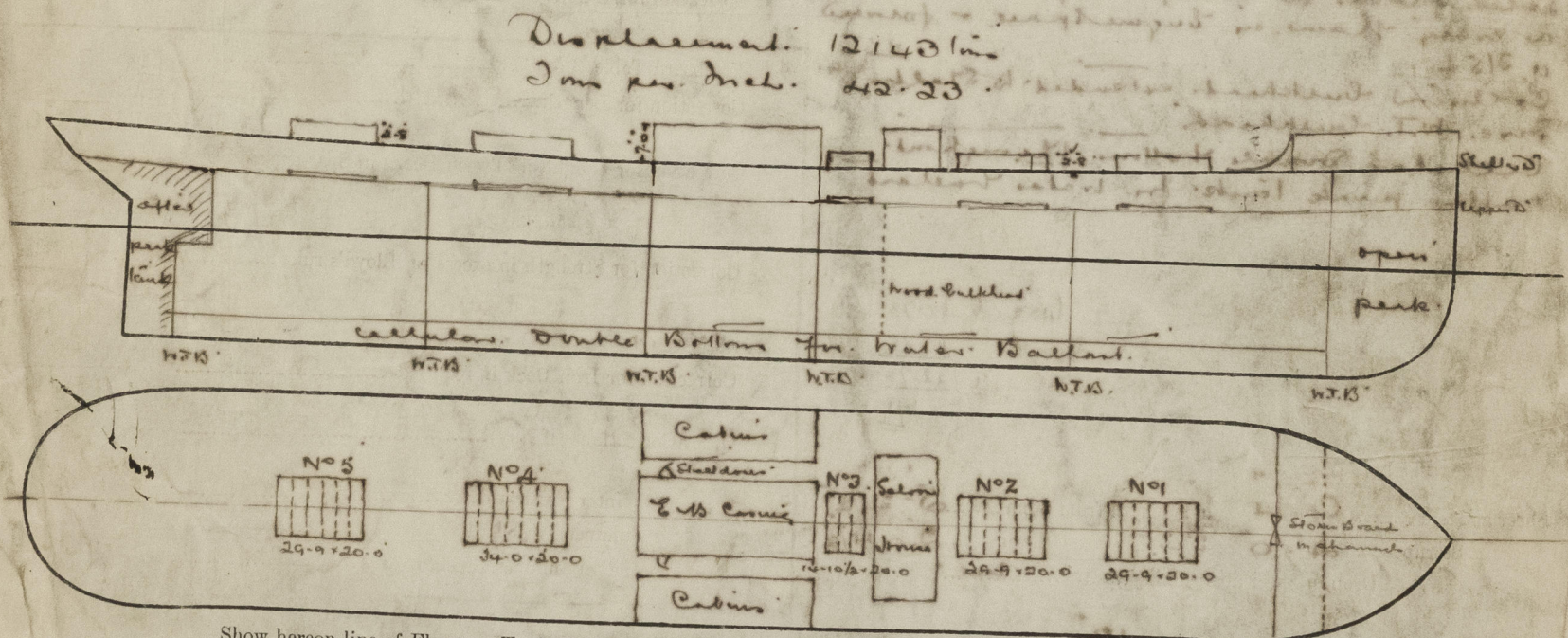
ships of full
ts for a Spar-
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Lloyd's Register
MARINE REPORT
RECEIVED 10-3-21

Do all the Frames extend to the top Height in the ~~upper~~ ^{main} 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? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Yes*
 Is the Poop connected with the Bridge House? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Yes*
 What is the thickness of the Bridge Front plating? *1/2"* and Coaming plate? *1/2"*
 Give scantlings and spacing of the Stiffeners *Yes*
 Are bracket plates fitted at each end of the Stiffeners? *Yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*
 How are the openings closed? *Yes*
 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? *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:—

Position and Size.		109.29.9 x 20.0		109.29.9 x 20.0		109.14.10.3 x 18.0		109.14.10.3 x 18.0		109.14.10.3 x 18.0	
Item.		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
	Sides	.48	.48	.48	.48	.44	.44	.44	.44	.48	.48
	Ends	.44	.44	.44	.44	.44	.44	.50	.50	.48	.48
SHIFTING BEAMS OR WEB PLATES.	Number	5		5		2		6		5	
	Section and Scantlings	18x36 I 4x3+44		18x36 I 4x3+44		16x36 I 4x3+44		18x36 I 4x3+44		18x36 I 4x3+44	
	Material										
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
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 shelter Deck, Bull. angle frames, Scupper cas. from upper deck bulwarks, Cellular double bottom throughout, Ceiling n.s. fitted to Tank top.*
This is a Sloop vessel to the S.S. "Green Peace" Yards No 4 Indd Rpt. 2010941
The approved plans are at present in London in connection with the T.B. report S.S. "Green Peace"

Builder *Messrs. J. & W. Funnell S. 15.60.2 205*

Address

Fee £ 11 : 0 : 0

Received by me



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