

S.S. "GARTLAND" ex "IZMIR".

262' x 37' x 23'-11" moulded.

This vessel is reported as having been purchased by Messrs. Whimster of Glasgow who propose to class her with the Society.

An outline midship section has been submitted by the Owners to the Glasgow Office, and the scantlings given are stated to have been measured from the vessel in dry dock, but, while believed correct, cannot be guaranteed.

The Owners have been verbally informed by the Glasgow Office that provided the scantlings be verified and found to be in accordance with those indicated on the plan, the requirements of section 48 of the Rules for vessels not built under survey be complied with, the hatchway coamings and hatch end beams be adequately supported, and the Surveyors be satisfied with regard to the construction of the peak bulkheads, tunnel, rudder, strengthening of bottom at fore end, hatch webs, provision against panting, pillaring throughout, construction of poop and forecastle, framing in peaks, and that the scantlings have been suitably increased in the engine and boiler spaces, the main deck stringer be attached to the shell plating in the usual way, and a favourable report be received from the Surveyors on completion of the survey, the vessel will be eligible to be recommended to the Committee for the class 100A- "with freeboard".

The Owners now wish to be informed as early as possible what freeboard could be assigned, and the Glasgow Surveyors have forwarded full particulars on 11b form.

The scantlings of the ~~above~~ vessel, as indicated on the drawings forwarded from Glasgow, have been compared with the 1885 standard scantlings for full loading, and it has been found that although the side and bottom plating are deficient in thickness, the steel 2nd deck and heavier scantlings of the inner bottom compensate for this deficiency. The vessel would therefore be entitled to the full Table A freeboard of 3'-6 $\frac{1}{2}$ " , corresponding to a draught of 20'-6 $\frac{1}{2}$ " moulded.

The ^{present} Board of Trade assignment corresponds to a moulded draught of 20'-3" , and includes a penalty of 2 ins. for scantlings, the remainder of the difference in draught (1 $\frac{1}{2}$ ") being due to differences in measurements given on the Freeboard reports.

The Germanischer Lloyd assignment corresponded to a moulded draught of 20'-6 $\frac{3}{4}$ " .

It is submitted the Glasgow Surveyors be informed that the scantlings of the vessel as lifted from the ship, and indicated on the plans forwarded (but which are not guaranteed), are such as to entitle the vessel to load to the full Table A draught corresponding to a freeboard of 3'-6 $\frac{1}{2}$ " measured from the statutory deck line 1 $\frac{1}{2}$ " above steel deck at side'

It is, however, not considered advisable to assign a preliminary freeboard until the vessel comes under survey for classification with this Society, when the actual scantlings could be ascertained by the Surveyors.

18/21
ed 26th
2 plans.

W.L. J.P.A. J.P.S. J.P.S.

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Lloyd's Register
Foundation