

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

*Emergency
30190
etc.*
B.T. COPY WRITTEN

(W 12)

No. 11158

PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey *Glasgow*
Date of Survey *White Building*
Name of Surveyor *J. W. Stevens*

Ship's Name. "INVERGLASS"	Port of Registry and Nationality. <i>British</i>	Official Number. <i>1148508</i>	Gross Tonnage. <i>X</i>	Date of Build. <i>1924</i>	Particulars of Classification. <i>100 A.1. Shell. & K with freeboard</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<i>412.75</i>	<i>55.70</i>	<i>34.45</i>	<i>6225.22</i>
Length on LOADLINE.		Frame Depth <i>42</i> Ceiling <i>+20</i> Rule " <i>71</i> <i>72</i> <i>- 1.25</i> No Sparring <i>+33</i>	Peak <i>9</i> Tanks <i>-32</i> Ordnance <i>-20</i>	
CORRECTED DIMENSIONS.	<i>411.5</i>	<i>54.78</i>	<i>34.72</i>	<i>6173.22</i>

Moulded Depth as measured..... *38.02*
wood deck less stringer $\frac{32}{2}$
 Addition for Keel below base line for draught record..... inches. *(Draft 28.9 the part on keel below base line of hull length as below)*
 $\frac{32}{2}$
37.9

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... *411.5*
 Length in Table *453.0*
 Difference *41.5*
 Correction for 10ft., Table A. *1.7* Table C. *.8*
 × Difference divided by 10 *7.05* (if required.) *3.32*
 If $\frac{1}{10}$ ths length covered divide by 2 *-7* *-34*

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered *7.26* $\frac{320 \times 20}{411.5 \times 45.46} = .280$
 Thickness of usual wood deck, less stringer *.377*
Allowed in moulded depth

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... *55.46*
 Round of Beam *nil*
 Normal round..... *13.86*
 Difference $\frac{13.86}{2} = 6.93$
 Proportion of Deck uncovered (Para. 19) *.623* 4.31
+44

NOTE.— The round of beam should be reported on the full breadth of vessel at the gunwale.

Co-efficient of fineness..... *.789*
 Any modification necessary [Para. 4 (a) to (e)]* *Cell at bow*
 Co-efficient as corrected *.77*

Sheer { Stem..... *75*
 Sternpost ... *81* } $\frac{156}{2} = 78$... Mean *36* $\frac{12.10}{106}$
 at $\frac{1}{8}$ of the length from { Stem *32.2*
 Sternpost *32.2* } $\frac{65}{2} = 32.5$... Mean *53.25*
 actual mean Sheer *PLATTED 52.875*
 standard mean Sheer [Table, Para. 18] *51.15* Correction
 Difference..... $\frac{1.725}{4} = .43$
 limited as Para. 18 (f) *2.10*
Sheer from frame 45 to frame 108

fall in Sheer { At front of bridge house.....
 amidships { At after end of forecastle
 Para. 18 (e)]
 fall in Sheer {
 Para. 18 (d) } $\div 2 =$
 length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... $10.8\frac{3}{4} - 3.2\frac{1}{2}$ *7.62*
 Correction for Length, if required (Para. 12, 13, and 14) *34*
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 10.14
 Difference $2.10\frac{1}{2}$
 Percentage as below..... *13.22*
 Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
 Allowance for Deck Erections *42*

Length.	Length allowed.	Height.
Forecastle..... <i>40.0</i>	<i>40.0</i>	<i>8.0</i>
Bridge House..... $320 \times \frac{20}{55.46} \times \frac{4}{3} \times \frac{1}{2}$	<i>46.1</i>	<i>7.0</i>
Raised Qr. Dk.....		
Op.....		
Total	$\frac{86.1}{411.5} = .209$	

 Length of Ship
 Corresponding percentage { *13.22*
 (Para. 11, 12, 13, or 14)

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck:—
 Fresh Water Line above centre of Disc
 Indian Summer Line " " "
 Winter Line below " " "
 Winter North Atlantic Line " " "

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Winter Freeboard *10.1*
 Summer Freeboard *9.6*
 Indian Summer Freeboard *8.11*
 N.A. Winter Freeboard

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. } *nil*

Winter Freeboard from deck line *10.1*
 Summer " " " *9.6*
 Indian Summer " " " *8.11*
 N.A. Winter " " "
 SHELTER " " " *9.6*

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.

If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
 In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
 In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

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 MARKING FORM
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W500-0170

Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle? *Yes*

To what height do the Reverse Frames extend? *Upper Deck*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end?

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? *Yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *Yes with Passageway*

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Covered by trunk continuation of Expansion Trunk*

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 Skiff 3 1/2 x 3 1/2 x 38 spaced 35"*

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: *Yes*

Position and Size.		<i>No Cargo Hatch</i>				Ship.		Rule.		Ship.		Rule.		
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING.	Height above top of DECK	<i>O.T. hatch on expansion trunk</i>				<i>2.6 high x .38</i>		<i>Oil tight Cover</i>						
	Thickness	Sides	<i>O.T. hatch on Shellie deck</i>				<i>2.6 high x .38</i>		<i>d.</i>					
		Ends	<i>W.T. hatch on Shellie deck</i>				<i>6 high x .475</i>		<i>W.T. Cover</i>					
SHIFTING BEAMS OR WEB PLATES.	Number													
	Section and Scantlings													
	Material													
* FORE AND AFTERS.	Number													
	Section and Scantlings													
	Material													
HATCHES	Thickness	<i>Steel Cover oil tight and watertight.</i>												
Remarks														

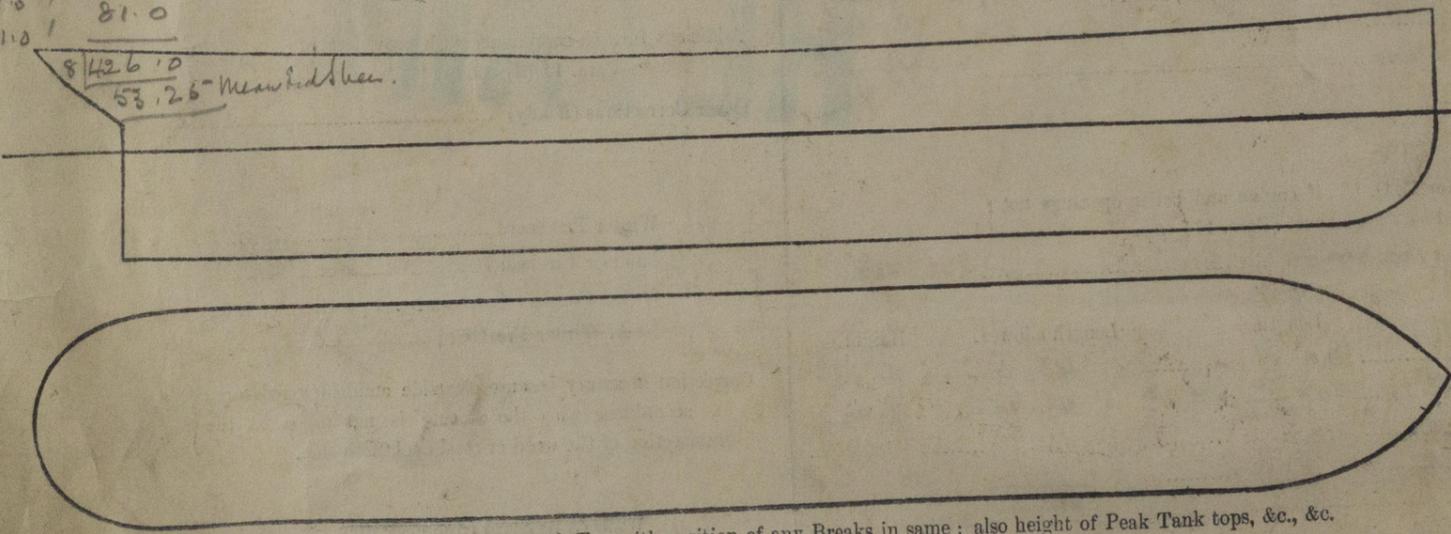
* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? *Strake between Main and Bridge Sheerstrakes?*

Sheer
 Stem 75.0 1 75.0
 1/8 L 32.5 4 130.0
 3/4 L 115 2 3.0
 5/8 L 4
 2
 3/8 L 4
 1/4 L 3.5 2 7.0
 1/8 L 32.5 4 130.0
 S.P. 81.0 1

Delete the words that do not apply { The Crew are, are not, berthed in the bridge house.
 The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well = Sq. ft.
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.
 Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = Sq. ft.
 Total deficiency or excess = Sq. ft.



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 *2 tanks. Mid sec profile encl. for reference*

Builder's name and yard number *Wm Denny & Sons. No. 1123*

Names of sister vessels *S.S. Invigordon John Brown No 644C Yes Ref. 41372*

Owners *British India Petroleum Co. Ltd.*

Address

Fee # *12 : 0 : 0* Received by me *See F. G. Report.*

