

SAT. NOV. 25 1922

Index No. **25285**  
(For London Office only.)

# Lloyd's Register of Shipping

## SURVEYS FOR FREEBOARD.

18545.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING <sup>Shelter</sup> SPAR OR AWNING DECKS.

Port of Survey Barry.  
Date of Survey 24. 11. 22.  
Name of Surveyor A. R. Harris.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Ligan</u>	<u>Dundee British.</u>	<u>139622</u>	<u>5879.34.</u>	<u>1917-10</u>	<u>1100 A.1. Shelter &amp; Awning Deck.</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
<u>400</u>	<u>52.05</u>	<u>24.35</u>	<u>4233.04</u>
<u>399.7</u>	Frame Depth <u>11</u> Rule " <u>6</u> " <u>5</u> <u>-83</u>	Ceiling <u>+20</u> Sheer <u>+120</u> <u>5" = +20</u>	Peak Tanks } Incl.
<u>399.7</u>	<u>51.22</u>	<u>25.95</u>	<u>4233.04</u>

Moulded Depth as measured 27'-0" Main Deck.  
" " " 35'-0 7/8" Shelter Spar or Awning Deck.

Addition for Keel below base line for draught record.....inches.

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.... 399.7  
Length in Table..... 324.0  
Difference..... 75.7  
Correction for 10ft..... 7  
× Difference ÷ 10 = 5.3  
+ 5 1/4"

Height of 'Tween Decks..... 8'-0" Centre  
(From top of beam to top of beam at side) 8'-0 7/8" Side  
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B & C..... 3'-4"  
Correction for Length..... + 5 1/4"  
Correction for Height of 'Tween Decks in Spar-decked Ships..... 3'-9 1/4"  
11'-10 7/8"  
Correction for Strength in excess of Lloyd's rules..... 1'-4 1/2"  
10'-5 5/8"  
Correction for Iron Deck if required..... 3 1/2"  
10'-2 1/8"  
Other Corrections (if any).....

Winter Freeboard..... 10'-2 1/8"  
Summer Freeboard..... 9'-8 5/8"  
Indian Summer Freeboard..... 9'-3 3/8"  
N. A. Winter Freeboard..... ✓

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

Winter Freeboard from Deck Line..... 10'-3 7/8"  
Summer " " "..... 9'-10 3/8"  
Indian Summer " " "..... 9'-4 3/8"  
N. A. Winter " " "..... 9'-10"

10'-1" at 1/4 length from Stem..... 5'-7 5/8"  
5'-5" " " " Sternpost... 2'-11 1/8"  
in Sheer abaft amidships..... ✓

am..... 12 5/8"  
..... 13 1/2"

at	Height.	State if open or closed at ends.
×		
×		
×		

ended amidships from centre of Disc to top of Statutory Deck Line, Wood (Steel) Deck

Line	above centre of Disc	below
Fresh Water Line	.....	.....
Indian Summer Line	.....	.....
Winter Line	.....	.....
Winter North Atlantic Line	.....	.....

qual 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  
gs to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
qual 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-  
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

9 DEC 1928

MARKING FORM

27 FEB 1925

RECEIVED

MAKING REPORT

29. 11. 22

Foundation



Do all the Frames extend to the top Height in the Spar deck?

Do all the Frames extend to the top height in the Poop?

To what height do the Reverse Frames extend?

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?

Give particulars of the means for closing the openings in Bulkhead

What is the thickness of the Bridge Front plating?

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners?

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?

Are the Engine and Boiler openings covered by a Bridge, Poop, or enclosed by a Strong Iron or Steel Deckhouse?

If the openings are not so protected are the exposed parts of the Casings efficiently constructed?

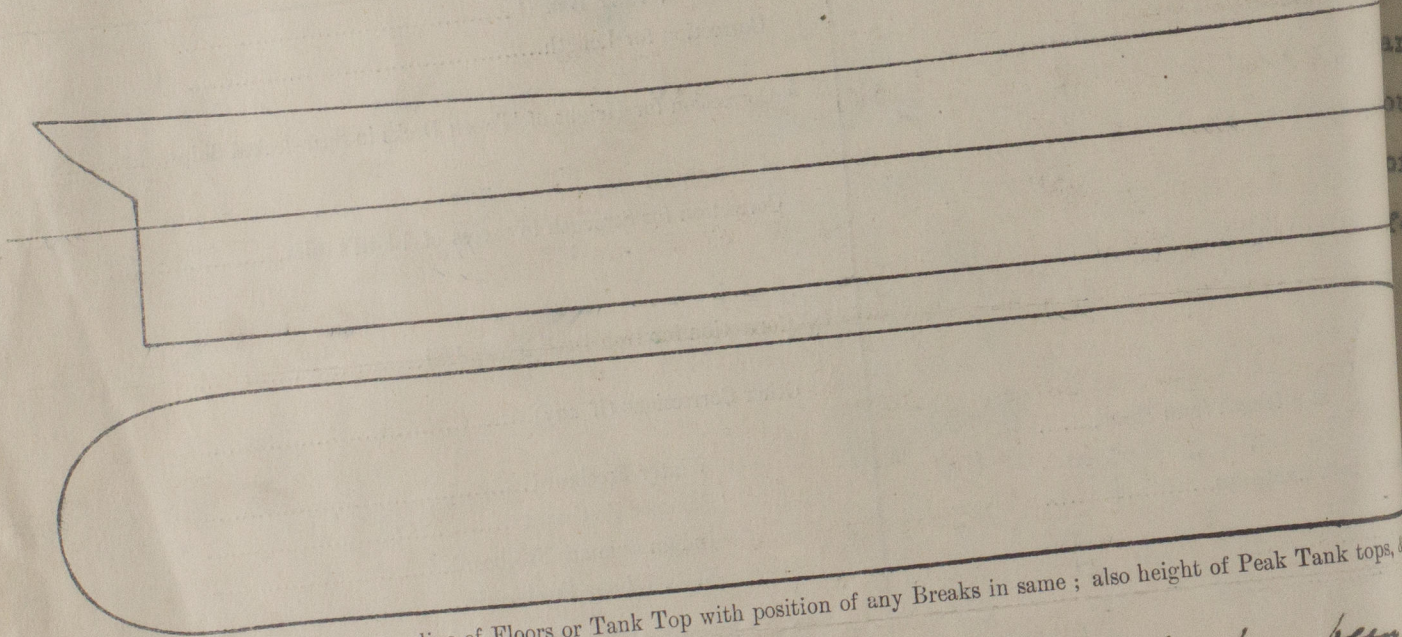
Give thickness of plating; scantlings and spacing of Stiffeners

What is the height of the exposed Casings?

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.	201. for 29.9 x 20'	29.9 x 20'	25.6 x 20'	29.9 x 20'
Item.	Ship.	Rule.	Ship.	Rule.
COAMING.				
Height above top of DECK	30	30	30	30
Thickness { Sides.....	1/2	1/2	1/2	1/2
Ends.....	3/8	7/16	3/8	7/16
SHIFTING BEAMS OR WEB PLATES.				
Number.....	75	1.2 x 4	5	5
Section and Scantlings.....	NO 1.2 x 4	Plate 24-21 x 1/2	Plate 2-18 x 1/2	angles 4 x 3 x 9/16
Material.....	all angles 4 x 3 x 9/16			
* FORE AND AFTERS.				
Number.....				
Section and Scantlings.....				
Material.....				
HATCHES Thickness.....	3"	3	3	3
Remarks.....	solid.			

\* 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 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.

State any special features in the construction of the Vessel. The tonnage opening has been plates (7/16" in thickness) being raised to 21" above the deck, & usual battening down arrangements. The washport door closed by riveted plates. The main deck scuppers removed, holes closed by riveted plates. 1 main deck scupper (6 each side) leading. This vessel is being remeasured for cargo.

Builder's name and yard number

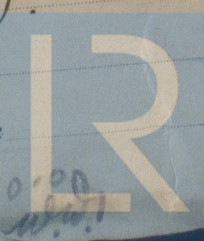
Names of sister vessels

Owners E. T. Leslie (Mgt.)

Address Dundee.

Received by me

Should be £4-10-00



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