

X. No. 21592  
(For London Office only.)  
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ARD. 19 DEC 1932  
GRK. REPORT No 19485.

having <u>Shelter deck with tonnage opening.</u>				Port of Survey <u>Greenock.</u>	
(Type of Superstructures.)				Date of Survey	
Ship's Name <u>ARGYLLSHIRE</u> <u>Now CALLED "CLAN URQUHART"</u>	Nationality and Port of Registry <u>British</u> <u>Glasgow</u>	Official Number <del>129,581</del> <u>-----</u>	Gross Tonnage <del>10236</del> <u>9564</u>	Date of Build <u>1911</u> <u>6</u>	
Moulded Dimensions: Length <u>525</u> Breadth <u>61</u>		Depth <u>36'-6"</u>		Name of Surveyor <u>Kenneth Inglis.</u>	
Moulded displacement at moulded draught = 85 per cent. of moulded depth				Particulars of Classification <u>+100A.1.</u>	
Coefficient of fineness for use with Tables <u>769</u>				<u>SHELTER DECK WITH FREEBOARD.</u> <u>S.S. Bro. No. 3, 6.23.</u>	

Depth for Freeboard (D)	Depth correction	Round of Beam correction
Moulded depth ... .. 36.50	(a) Where D is greater than Table depth	Moulded Breadth (B) 61.0
Stringer plate ... .. 04	(D - Table depth) R =	Standard Round of Beam = $\frac{B \times 12}{50} = 14.64$
Sheathing on exposed deck	$(36.54 - 35.00) 3.0 = 4.62$	Ship's Round of Beam = 15 1/4
$T \left( \frac{L-S}{L} \right) =$	(b) Where D is less than Table depth (if allowed)	Difference 61
	(Table depth - D) R =	Restricted to
Depth for Freeboard (D) = 36.54	If restricted by superstructures	Correction = $\frac{\text{Diff}^e}{4} \times \left( 1 - \frac{S_1}{L} \right) = \frac{61}{4} \times 0.142 = 2.15$

	Mean Covered Length (S)	Equivalent Enclosed Length (S <sub>1</sub> )	Height	Height Correction	Effective Length (E)	
Poop enclosed ...	37.09	37.09	8'-6"		37.09	Standard Height of Superstructure 7.50 ✓
" overhang ...	2.37	1.18	+3/4"		1.18	" " R.Q.D.
R.Q.D. enclosed ...						Deduction for complete superstructure 42.00 ✓
" overhang ...						Percentage covered $\frac{S}{L} = 100.00$ ✓
Bridge enclosed...	445.17	445.17	8'-6"		445.17	" " $\frac{S_1}{L} = 98.58$ ✓
" overhang aft ...	35.62	26.71	+3/4"		26.71	" " $\frac{E}{L} = 98.58$ ✓
" overhang forward						Percentage from Table, Line A.
Fore enclosed ...						(corrected for absence of forecastle (if required)) 98.25
" overhang ...						Percentage from Table, Line B.
Trunk aft ...						(corrected for absence of forecastle (if required))
" forward ...						Interpolation for bridge less than 2L (if required)
Tonnage opening aft ...	4.75	7.42			7.42	Deduction = - 41.27 ✓
" " forward						
Total ...	525.00	517.57			517.57	

Station	Standard Ordinate	S M	Product	Actual Ordinate	Effective Ordinate	S M	Product	Mean actual sheer aft =	Mean standard sheer aft =
A.P. ...	62.50	1	62.50	38.5	38.50	53.75	53.75		
$\frac{1}{4}$ L from A.P. ...	27.81	4	111.24	6.75	7.00	17.25	69.00	Mean actual sheer forward =	Mean standard sheer forward =
$\frac{2}{4}$ L " ...	6.87	2	13.74	.25	-.30	3.95	7.90		
Amidships ...		4		0	-			Length of enclosed superstructure forward of amidships =	
$\frac{3}{4}$ L from F.P. ...	13.75	2	27.50	9.5	12.10	13.35	26.70	" " aft of " =	
$\frac{1}{4}$ L " ...	55.62	4	222.48	42.5	43.20	53.30	213.20		
F.P. ...	125.00	1	125.00	117	117.00	132.25	132.25		
Total ...			562.46		+ 15.25		502.80		

Correction =  $\frac{\text{Difference between sums of products}}{18} \left( .75 - \frac{S}{2L} \right) = \frac{59.66}{18} (.75 - .50) = + .83$

If limited on account of midship superstructure. If limited to maximum allowance of  $1\frac{1}{2}$  ins. per 100 ft.

Deduction for Tropical Freeboard.		Deduction for Fresh Water.		TABULAR FREEBOARD corrected for Flush Deck (if required)	
Addition for Winter and Winter North Atlantic Freeboard.		Displacement in salt water at summer load water line		Correction for coefficient	
Depth to Freeboard Deck =	36.54	$\Delta = \frac{30'}{31'} = \frac{21260}{22044}$		$\frac{769 + 68}{1.36} = \frac{1449}{1.36}$	
Summer freeboard =	6.73	Tons per inch immersion at summer load water line			
Moulded draught (d) =	29.81	$T = \frac{30'}{31'} = \frac{65.3}{65.5}$			
Deduction for Tropical freeboard and addition for Winter freeboard = $\frac{d}{4}$ inches = 7.45 7 1/2"		Deduction = $\frac{\Delta}{40 T}$ inches = 8.13		Depth Correction ... .. 4.62	
Addition for Winter North Atlantic Freeboard (if required) = NIL				Deduction for superstructures ... .. 41.27	
				Sheer correction ... .. 83	
				Round of Beam correction ... .. -	
				Correction for Thickness of Deck amidships ... .. -	
				Other corrections, scantlings, etc. ... .. -	
				545 41.27 - 35.82	
				Summer Freeboard = 80.84	

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck :—

Tropical Fresh Water Line above Centre of Disc	...	...	15 <sup>3</sup> / <sub>4"</sub> ✓	Tropical Fresh Water Freeboard	...	...
Fresh Water Line	"	"	8 <sup>1</sup> / <sub>4"</sub> ✓	Fresh Water	"	...
Tropical Line	"	"	7 <sup>1</sup> / <sub>2"</sub> ✓	Tropical	"	...
Winter Line	below	"	7 <sup>1</sup> / <sub>2"</sub> ✓	Winter	"	...
Winter North Atlantic Line	"	"	—	Winter North Atlantic	"	...

28 DEC 1932

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MARKING FORM

RECEIVED 9 DEC 1932



CLAN URQUHART

Particulars of fiddle, funnel and ventilator coverings:— Fiddle, funnel & Ventilator coverings efficient.  
Gratings covered with strong linged steel covers.  
Engine Room skylight of steel strongly constructed.

Particulars of Companionways:— 1 steel companion to orlop space forward. 5'6" x 5'6" with wood doors & steel coaming 12" above wood deck. Doors separated from both sides.

Particulars of Air Pipes in exposed positions on freeboard, raised quarter, or superstructure decks:—

2 C.I. air pipes 3" dia to fore peak. 11" high.	
20 C.I. air pipes 3½" dia to double bottom tanks. 17" high.	<i>no means of closing air pipes fitted.</i>
2 C.I. air pipes 3" dia to aft peak 17" high.	<i>or wood plugs</i>

Particulars of Gangway Cargo and Coaling Ports:—

32 doors to Heller Trolley Dks	6' x 4' substantially constructed & fitted with steel strongbacks	P.S.
1 double door " " " "	3H x 7' long " " " " " "	P.S.

Particulars of Scuppers and Sanitary Discharge Pipes — Collaring scuppers fitted to shelter deck. —  
Scuppers to upper deck led overboard & fitted with rising valves at ship's side & brass gratings at  
inner end. — Sanitary discharges led overboard above the waterline & fitted with rising valves  
at ship's side & efficient traps at inner end. —

Particulars of Side Scuttles:  
Side Scuttles in St. Peterburg fitted with hinged deadlights & of substantial construction.  
No deadlights fitted below freeboard deck.

Particulars of Guard Rails:— 4 rails & stanchions round steller deck except in way of midship houses where a steel bulwark 3' 9" high is fitted. ✓

Particulars of Gangways, Lifelines, etc. :—

None.

Particulars of Freeing Arrangements.						
	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number each side	Area each side	Rule area each side
After Well ... ..	One freeing port 2'0" x 16" fitted in tonnage space aft. this freeing port is closed by steel strongbacks.					
Forward Well ... ..						

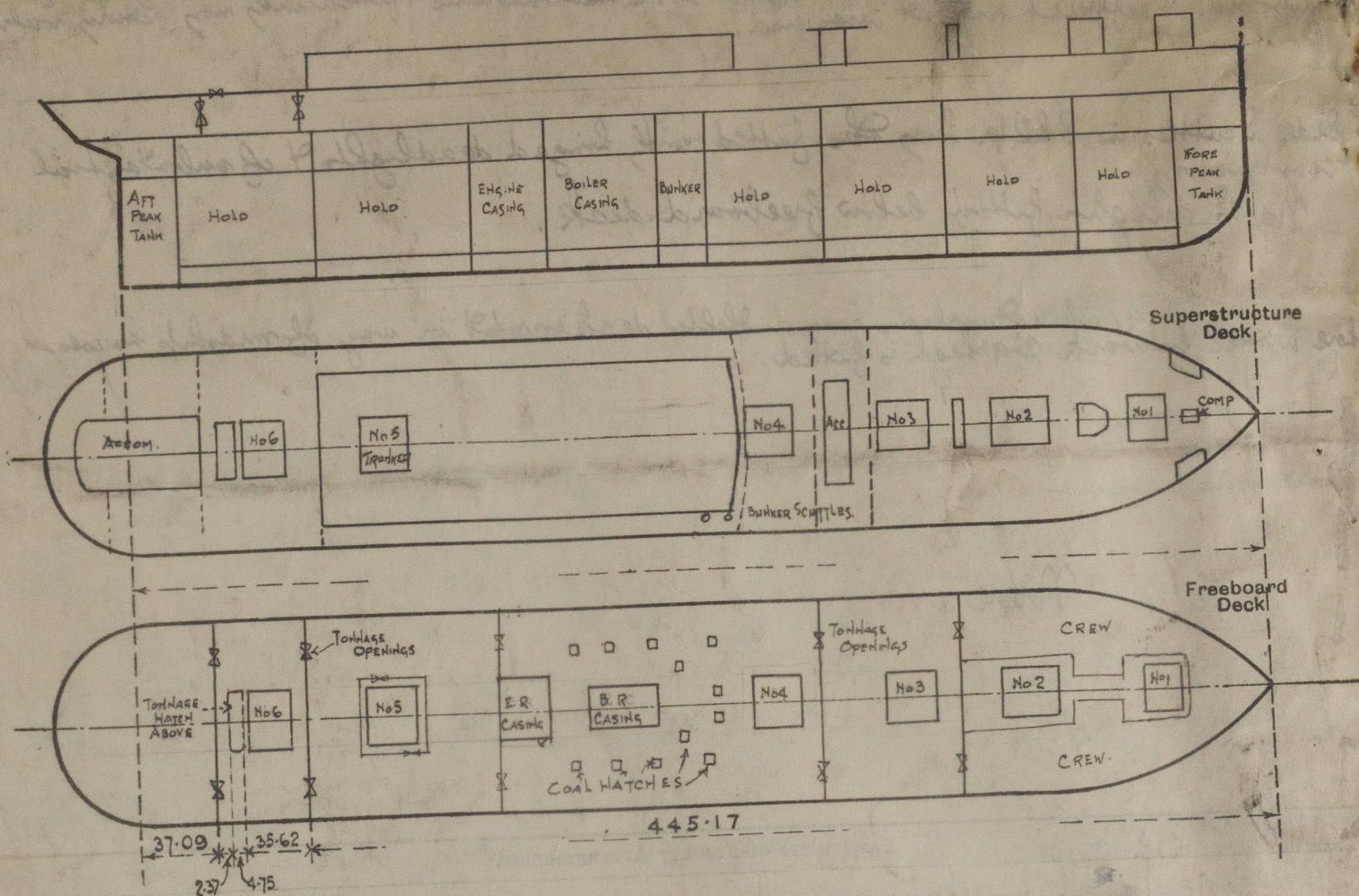
\* State position of each freeing port ... .. } After Well :—  
 (F. and A. position and height above deck edge) } Forward Well :—  
 State whether the freeing ports are fitted with shutters, bars, or rails, and give particulars of such :—  
 Additional area where sheer is less than standard.

	Coaming	Plating	Stiffeners	Spacing	End Attachments of Stiffeners	Size of Openings	Height of Sills	Height of Casings
Poop Bulkhead ... ..	.30	.30	3 1/2" flange	29"	none	6' x 4'	None	✓
Raised Quarter Deck Bulkhead ...								
Bridge, After Bulkhead ... ..	.30	.30	3 1/2" flange	29"	none	6' x 4'	None	
Bridge, Forward Bulkhead ... ..								
Forecastle Bulkhead ... ..								
Trunk, Aft ... ..								
Trunk, Forward ... ..								
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	.40	.35	4 x 3 x 3/8" angle	36"	Bolted type	4' 6" x 24"	12"	✓
Exposed Machinery Casings on Super-structure Decks ... ..	covered by deck house.							
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..								
Deckhouses on Flush Deck Ships ...	not available					various	12"	✓

Particulars of Closing Appliances (state if capable of being manipulated from both sides).	
Poop Bulkhead ... ..	channels & boards full height, channel rivetted to bulkhead. -
Raised Quarter Deck Bulkhead ...	
Bridge, After Bulkhead ... ..	channels & boards full height, channel rivetted to bulkhead. -
Bridge, Forward Bulkhead ... ..	✓
Forecastle Bulkhead ... ..	✓
Exposed Machinery Casings on Free-board or Raised Quarter Decks ...	✓
Exposed Machinery Casings on Super-structure Decks ... ..	✓
Machinery Casings within Superstructures not fitted with Class I Closing Appliances ... ..	steel doors capable of being manipulated from both sides. -
Deckhouses on Flush Deck Ships ...	Strong Wood doors capable of being manipulated from both sides.



Superstructure bulkheads, trunks, deckhouses, casings, cargo and coaling hatchways, extent and thickness of sheathing on the freeboard deck, gangway, cargo and coaling ports, and any other openings, etc., which would affect the seaworthiness of the ship are to be shown on the following sketches:—



State any special features in the construction of the ship:—

This vessel is engaged on International trade & no timber freeboard is required. -  
 The survey has been carried out aboard in the James Watt Dock, Greenock where the vessel is undergoing special survey No 3 & alterations. -  
 The vessel is to be named the "Clay Urquhart" -

Builder's name and yard number J Brown & Co No 399

Names of sister ships ✓

Owners Clay Line Steamers Ltd (Cayser Irvine & Co Ltd.)

Fee £ 17 : 0 : 0

Received by me



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