

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD. STEAM SHIPS.

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

Building

Name of Surveyor

Mr. Macleod.

Ship's Name.
THE VICEROY.Port of Registry
and Nationality.
**GLASGOW
BRITISH.**Official
Number.
160243.Gross
Tonnage.
824.Date of Build.
1929

Particulars of Classification.

**+100A1.
(contemplated)**

Number in Register Book

Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	195.1	30.35	12.1	560.98
Length on LOADLINE.	195	Frame Depth $\frac{3}{4}$ Ceiling fitted Rule $\frac{3}{4}$ Sheer + '89 $\frac{2}{4}$ To Floor $\times 2 = .37$ Sparring fitted 12.25	Peak } Incl Tanks }	
CORRECTED LENGTHS.	195.0	29.98	12.64	560.98

Percent of fineness..... **.759**
Modification necessary } **C.D.B.**
a. 4 (a) to (e)]* }
Percent as corrected **.74**

Moulded Depth as measured..... **14.2" U.D.**

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

Addition for Keel below base line
for draught record..... **1"** inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	195.0
Length in Table	170.0
Difference	25.0
Correction for 10ft., Table A.	1.0 Table C.
\times Difference divided by 10	2.5 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	1.25 + 1/4"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	3
Thickness of usual wood deck, less stringer	3

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	30.25
Round of Beam.....	1/2
Normal round.....	1/2
Difference	1/2
Proportion of Deck uncovered (Para. 19)	NIL

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

Freeboard, Table A	2 - 3
Correction for Sheer	- 3 1/2

Correction for Length

Allowance for Deck Erections

Correction for Round of Beam.....

Correction for fall in Sheer (if any).....

Correction for Steel Deck (if required)

Additions for non-compliance with provisions of

Para. 11 (d) and (e) †

Other Corrections (if any)

Winter Freeboard

Summer Freeboard

Indian Summer Freeboard

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.

Winter Freeboard from deck line

Summer " " " "

Indian Summer " " " "

N.A. Winter " " " "

R.D. (Steel) Deck :—

Length.	Length allowed.	Height.
30.0"	27.31	4.25
11.0" Ca.	10.40	4.5
9.2" sides	100.52	4.0
110.5	148.21	195.0

Age } **64%**
R 14 }

Recommended amidships from centre of Disc to top of Statutory Deck Line, Wood

Fresh Water Line above centre of Disc

Indian Summer Line " " "

Winter Line below " "

Winter North Atlantic Line " " "

Ceiling are of unusual thickness the breadth of vessel to inside

for deck erections under Para. 11 where the sheer drops abaft amid-

ships. The Q.D. is to be taken from the level of the top of the amidship beam.

In vessels having poops and forecastles, it means the sheer measured at the stem and stern-

post. In vessels having length from stem and stern-post.

† 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.

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Lloyd's Register
MARKING FORM
RECEIVED 28 MAR 1929
W991-0081

Moulded displacement at 85% moulded depth is 12.03
= 1498 Tons.

Do all the Frames extend to the top height in the Poop? *Yes.* Raised Quarter Deck? *Yes.* Bridge House? *Yes.* Forecastle? *Yes.*
To what height do the Reverse Frames extend? *Bulk angle frames.*
Has the ~~Poop~~ or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes.*
Give particulars of the means for closing the openings in Bulkhead *none - no openings*
Is the ~~Poop~~ or Raised Quarter Deck connected with the Bridge House? *Yes.* Has the Bridge House an efficient Bulkhead at the fore end? *Yes.*
Give particulars of the means for closing the openings in Bulkhead *none - no openings*
What is the thickness of the Bridge Front plating? *30* and Coaming plate? *30*
Give scantlings and spacing of the Stiffeners *6 1/2" x 3" - 34" B.D. with 3 x 2 1/2" x 34" rev. bar (clear of Hatch) 27" apart.*
Are bracket plates fitted at each end of the Stiffeners? *Yes.* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes.*
Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes.*
How are the openings closed? *none - no openings*
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.*
Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Yes.*
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 suitable means provided for closing all openings in them in bad weather? *✓*
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: *See below.*

Position and Size.		No. 1 - 39' 4" x 16' 6"		No. 2 - 36' 8" x 18' 6"							
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	40 1/2		33							
	Thickness { Sides.....	1 1/4		1 1/4							
	Ends.....	1 1/4		1 1/4							
SHIFTING BEAMS OR WEB PLATES.	Number.....	4		6							
	Section and Scantlings.....	7 1/2" 14 1/2" x 35"		7 1/2" 15" x 35"							
	Material.....	Steel 31 x 35 x 114 double angles		Steel							
* FORE AND AFTERS.	Number.....										
	Section and Scantlings.....	None		None							
	Material.....										
HATCHES Thickness.....		2 3/8		2 3/8							
Remarks.....		Baltic Pine		B.P.							

* 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?*

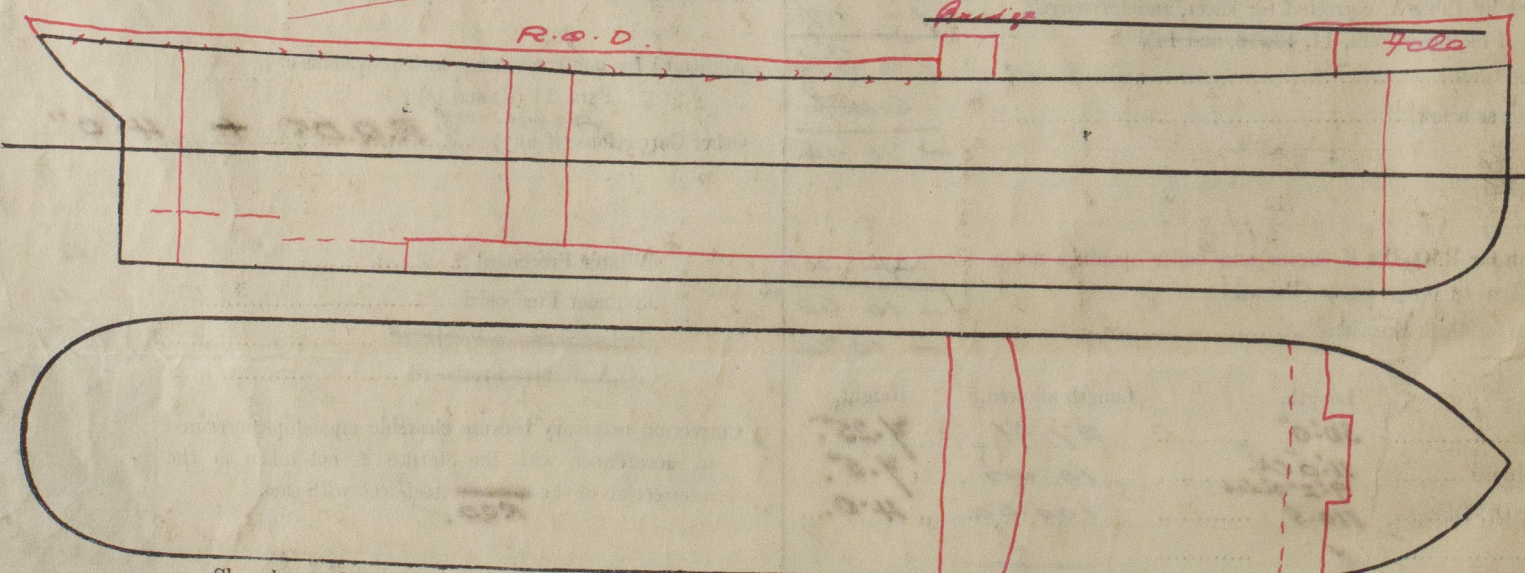
Delete the words { The Crew ~~are~~, are not, berthed in the bridge house.
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~unsatisfactory~~ satisfactory. *✓*

Length of Bulwarks in well *46' 0" fwd. 110' 5" R.Q.D.*

Area of Freeing Ports required by Para. 11 (e) each side of vessel = *11.0* Sq. ft.

	Ft.	Tenths.	Ft.	Tenths.	No.	
Forward	2.25	x	1.25	x	1	Freeing Ports (each side of vessel) = <i>11.4</i> Sq. ft.
	2.9	x	1.5	x	2	
Aft	2.9	x	1.5	x	3	

On R.Q.D. For clearance only. = 13.05 Total deficiency or excess = *.4* 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 *No side lights below O.D. - 2 1/2" ceiling - 2" spanning - R.Q.D. not sheathed facilities provided to enable crew to get to & from their quarters without descending into Well. Approved M.S. and P.P. & H.P. forwarded hereon. Freeboard request form attached.*
Builder's name and yard number *Ailsa Ship No. 404.*
Names of sister vessels *"THE COUNTESS." No. 406. G.L. Rep. 48480. London letter M. 10/10/28*
Owners *J. Hay & Sons.*
Address *Glasgow.*

Fee £ *3* : *13* : *4*. Received by me *See J.L. Report*