

Hull 1217/32
Kewgyle 23820

WED. MAR. 31. 1915

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Lloyd's Register of British & Foreign Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

24217

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 Newcastle-on-Tyne
Date of Survey 30th March 1915
Name of Surveyor Alfred Munro

Messrs R & S Hawthorn Leslie & Co Ltd No 466 ship

Ship's Name. S/S "GLENIFFER"	Port of Registry and Nationality. <u>London</u> <u>British</u>	Official Number. <u>139002</u>	Gross Tonnage. <u>9429</u>	Date of Build. <u>1915</u>	Particulars of Classification. <u>100 A1. Class Contemplated</u>
Number in Register Book <u>11499</u>					

	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
From Ster.	<u>500.1</u>	<u>62.35</u>	<u>34.60</u>	<u>8711.88</u>
on				
CE.	<u>500.0</u>	Frame Depth <u>12</u> Rule " <u>4</u> <u>5</u> <u>84</u> <u>5</u> <u>33</u> <u>for</u> <u>space</u> <u>ceiling</u>	Ceiling <u>+20</u> Sheer <u>+8</u> Ceiling over bridge house under kitchen only Deck level top	Peak <u>29</u> Tanks <u>2nd</u>
RED	<u>500.0</u>	<u>61.84</u>	<u>35.67</u>	<u>8711.88</u>
ONS.				

icient of fineness..... .7898
modification necessary .02 cell 813
a. 4 (a) to (e)* .7696
icient as corrected77

{ Stem..... 10.9 } 15.9 $\div 2 = 94.5$ Mean 91.36
{ Sternpost ... 5.0 } 36 31.36

r at $\frac{1}{2}$ of the length from { Stem 5.72 } 8.42 $\div 2 = 50.25$ Mean 91.36
{ Sternpost 2.9 } 91.36

ual mean Sheer 91.36
ard mean Sheer [Table, Para. 18] 60.00 Correction
Difference..... 31.36 $\div 4 = -7\frac{3}{4}$
limited as Para. 18 (f).....

ee in Sheer { At front of bridge house..... ✓
n amidships {
ara. 18 (e) } At after end of forecastle ✓

all in Sheer } $\div 2 =$
ara. 18 (d) }
gth uncovered Correction ✓

ALLOWANCE FOR DECK ERECTIONS :—

eeboard, Table C. (10.72) - (3.22) = 7.5
Correction for Length, if required (Para. 12, 13, and 14)
eeboard by Table A. corrected for sheer, and for length, } 9 - 11 $\frac{3}{4}$
if required (Para. 12, 13, and 14) } 2 - 6 $\frac{3}{4}$
ifference
ercentage as below..... 47.6%

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }
Allowance for Deck Erections..... - 1 - 2 $\frac{3}{4}$

	Length.	Length allowed.	Height.
Forecastle.....	<u>88.0</u>	<u>88.00</u>	<u>8.0</u>
Bridge House.....	<u>183.0</u> $+ \frac{3}{4}$ <u>ft. 2 in.</u> <u>at aft end</u>	<u>189.75</u>	<u>8.0</u>
† Raised Qr. Dk.....			
Poop.....	<u>60.25</u>	<u>60.25</u>	<u>8.0</u>
Total		<u>338.00</u>	<u>676</u>
Length of Ship		<u>500</u>	

Corresponding percentage { 47.6%
(Para. 11, 12, 13, or 14)

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

Moulded Depth as measured..... 37.6

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..... 500.0
Length in Table 450.0
Difference 50.0
Correction for 10ft., Table A. 2 8.5 Table C.
 \times Difference divided by 10 4.25 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2 + 4 $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered676
Thickness of usual wood deck, less stringer 3 $\frac{1}{2}$ - 3 $\frac{3}{4}$

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 61.2
Round of Beam 15.5
Normal round..... 15.3
Difference2 $\div 2 =$ ✓
Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A 10 - 7 $\frac{1}{2}$
Correction for Sheer - 7 $\frac{3}{4}$
9 - 11 $\frac{3}{4}$
Correction for Length + 4 $\frac{1}{2}$
10 - 4
Allowance for Deck Erections - 1 - 2 $\frac{3}{4}$
9 - 1 $\frac{1}{4}$
Correction for Round of Beam..... ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Iron Deck (if required) - 3 $\frac{1}{4}$
8 - 10
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) † }
Other Corrections (if any) ✓

Winter Freeboard 8 - 10
Summer Freeboard 8 - 3 $\frac{1}{2}$
Indian Summer Freeboard 7 - 9
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 iron deck with side. } 1 $\frac{3}{4}$

Winter Freeboard from deck line 8 - 11 $\frac{3}{4}$
Summer " " " 8 - 5 $\frac{1}{4}$
Indian Summer " " " 7 - 10 $\frac{3}{4}$
N. A. Winter " " "

† State dimensions of freeing port area on back of this form.

The Surveyor should state whether the fall in sheer as reported is measured relative to the line of keel or to the water line. If measured relatively to water line, the survey, and also the usual load draft forward and aft, should be reported.

If the frames, in 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 about amidships the height of the R. Q. D. is to be taken from the level of the top of the amidships deck.
In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post, or at the points distant $\frac{1}{10}$ ths length from stem and stern-post.

114.15

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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? *Channel framing to upper Deck.*
 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 *Storm boards fitted in riveted channels full height.*
 Is the Poop or Raised Quarter Deck connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *Two watertight iron doors 5'-0" x 3'-0" with hinges & latches.*
 What is the thickness of the Bridge Front plating? *40* and Coaming plate? *44*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x 64 Bulb Angles spaced 30" 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? *Storm boards fitted in riveted channels full height.*
 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? *Bridge Deck*
 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 *Yes*
 What is the height of the exposed Casings? *Yes* 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*

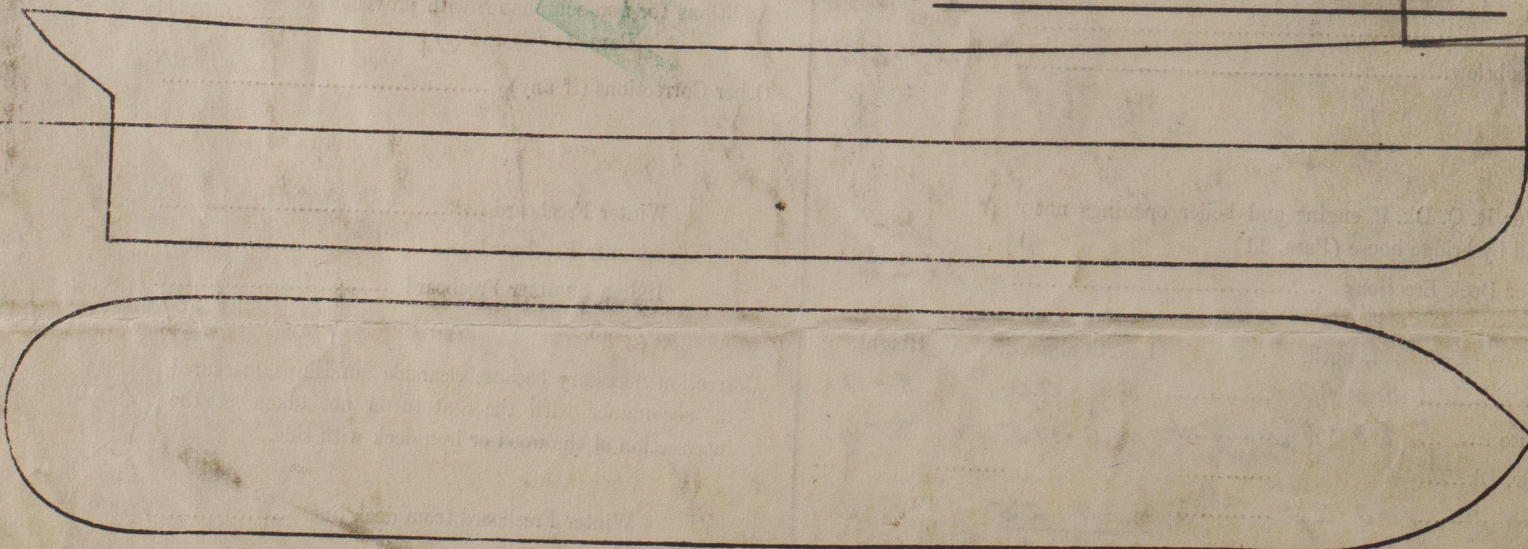
Position and Size.		No 2-36-0 x 20-0		Bridge Deck		No 5-30-0 x 20-0		No 6-18-0 x 16-0	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	2-6	1-6	2-9 1/2	2-0	2-6	1-6	2-9 1/2	2-0
	Sides	.48	.48	.54	.54	.48	.48	.44	.44
	Ends	.40	.40	.42	.42	.40	.40	.40	.40
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	7	7	2	2	6	6
	Section and Scantlings	7 1/2 x 4 x 3 x 40	7 1/2 x 4 x 3 x 40	7 1/2 x 4 x 3 x 40	7 1/2 x 4 x 3 x 40	Same as No 2	Same as No 2	7 1/2 x 4 x 3 x 40	7 1/2 x 4 x 3 x 40
	Material	6 x 3 x 62	Steel	6 x 3 x 62	Steel	Same as No 2	Same as No 2	6 x 3 x 62	Steel
* FORE AND AFTERS.	Number								
	Section and Scantlings								
	Material								
HATCHES Thickness		3	3	3	3	3	3	3	3
Remarks									

* 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 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, are not satisfactory.			
Length of Bulwarks in well			
Area of Freeing Ports required by Para. 11 (e) each side of vessel		Sq. ft.	
Ft. Tenth.	Ft. Tenth.	No.	
x	x		
x	x		
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 *The approved plan of Midship Section, Profile & Deck are also forwarded for reference. The vessel is a sister ship to the same builder No 465*
Is Glenyle No 66458.