

FRI. 1 JUN 1906

Lloyd's Register of British & Foreign Shipping. 12022
SURVEYS FOR FREEBOARD. 22802

REGULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES,
OR LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES,
OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Delete words which do not apply.

Port of Survey Dundonald
Date of Survey 29th May 1906
Name of Surveyor J. Allan

Ship's Name.	Gross Tonnage.	Official Number.	Type of Ship.	Date of Build.	Particulars of Classification.
<u>Sunhild</u>	<u>1559</u>	<u>2269</u>	<u>Well</u> <u>SK</u>	<u>1896</u> <u>11 mo</u>	<u>+100 A1</u>
Number in Register Book	<u>766</u>				

Length as measured on ship's register. } 255 Breadth 37.0 Depth 15.4

on Loadline 255
..... 37

on for excess or deficiency 15.4
Dual Sheer (Para. 3) 31
Depth to be used 15.71
Tons und. Dk. 1195.9
x 100

of fineness 81
Correction necessary (a) to (e) * } bell. 2.13.
corrected 79

Stem 36.5
Sternpost 19 } 55.5 ÷ 2 = 27.75 Mean
Length from Stem to Sternpost

(Table, Para. 18) 35.5 Correction
Difference 11 ÷ 4 = - 2 3/4

At front of bridge house 2
At after end of forecastle 3 3/4

ALLOWANCE FOR DECK ERECTIONS:—

Correction for Sheer 1 1/2
Correction for Length 3 - 0 1/2
Allowance for Deck Erections 2 - 1
Total 54.25%

and boiler openings not being covered
in cases coming under Para. 11

Length.	Length allowed.	Height.
<u>28.3</u>	<u>28.3</u>	<u>7-0</u>
<u>68</u>	<u>68</u>	<u>7-0</u>
<u>94</u>	<u>81</u>	<u>3-6</u>
<u>190.3</u>	<u>177.3</u>	<u>= .695</u>
<u>255</u>	<u>255</u>	

percentage (12, or 18.) } 54.25%

RD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—

1906	Fresh Water Line	above centre of Disc	.....
	Indian Summer Line	" " "	.....
	Winter Line	below " " "	.....
	Winter North Atlantic Line	" " "	.....

kin planking or ceiling are of unusual thickness, the breadth of vessel to inside
ould be reported if possible.
ing an allowance for deck erections under Para. 11 where the sheer drops abaft amid-
ght of the R.Q.D. is to be taken from the level of the top of the amidship beam.

Moulded Depth as measured 17-9

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 255
Length in Table 273
Difference 42
Correction for 10ft., Table A. 1.1 Table C.
x Difference divided by 10 4.62 (if required.)
If 1/10ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12 } + 24

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered 695
Thickness of usual wood deck, less stringer 3 1/2

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships
Round of Beam 9 3/4
Normal round 4
Difference 4 ÷ 2 = 2
Proportion of Deck uncovered (Para. 19) 254

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

Freeboard, Table A	.....	<u>3 - 3 1/4</u>
Correction for Sheer	.....	<u>2 3/4</u>
Correction for Length	.....	<u>3 - 0 1/2</u>
Allowance for Deck Erections	.....	<u>2 1/4</u>
Correction for Round of Beam	.....	<u>1 - 1 1/2</u>
Correction for Iron Deck (if required)	.....	<u>2 - 1 1/4</u>
Additions for non-compliance with provisions of Para. 11 (a) and (e) †	.....	<u>3 1/2</u>
Other corrections (if any)	.....	<u>1 - 9 3/4</u>

Winter Freeboard	.....	<u>1 - 9 3/4</u>
Summer Freeboard	.....	<u>1 - 7 1/4</u>
N. A. Winter Freeboard	.....	<u>2 - 0 1/4</u>
Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side.	.....	<u>+ 1 1/2</u>
Winter Freeboard from deck line §	.....	<u>1 - 11 1/4</u>
Summer " " " "	.....	<u>1 - 8 3/4</u>
N. A. Winter, " " " "	.....	<u>2 - 1 3/4</u>

† State dimensions of freeing port area on back of this form
§ Marked in accordance with sec. 437, M. S. Act, 1894

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DELETE WORDS WHICH DO NOT APPLY.

The Crew ~~are not~~ berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters are, ~~unsatisfactory~~ *satisfactory*.

Length of Bulwarks in well *gangway fitted 64 ft*

Area of freeing ports required by Para. 11 (e) each side of vessel *12.9* Sq. Ft.

Freeing Ports (each side of vessel)

Ft. Tenth. Ft. Tenth. No.
 $2.5 \times 1.5 \times 4$

= *15.00* Sq. Ft.

Total deficiency = *12.2* Sq. Ft.

Total excess = *2.1*

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

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

no poop

Do. do. do. in the Raised Quarter Deck?

yes

Do. do. do. Bridge House?

yes

Do. do. do. Forecastle?

yes

To what height do the Reverse Frames extend? *hold stumps & deck atty.*

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

yes

Is the ~~Poop~~ or raised Quarter Deck connected with the Bridge House?

yes

State whether the Bridge House efficiently covers the Engine and Boiler Openings

yes

Has the Bridge House an efficient Iron Bulkhead at the fore end?

yes

Give particulars of the means for closing the openings in Bulkhead

no openings

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. *Angles 4 1/2 x 3 x 8/16 spaced 30" apart braced at bottom.*

Has the Bridge House an efficient Iron Bulkhead at the after end?

yes

How are the openings closed?

no openings

Is the forecastle at least as high as the main or top-gallant rail?

7'0"

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end?

yes, iron

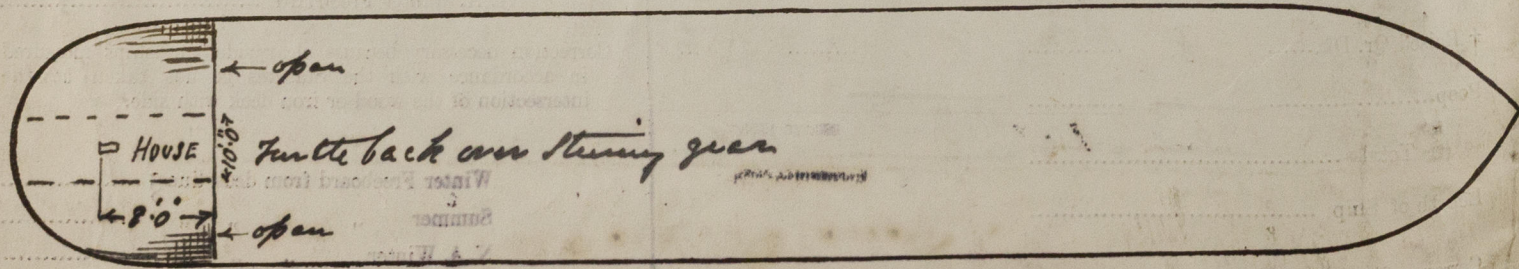
Are the Hatchways efficiently constructed? *yes* What is the thickness of the Hatches? *2 1/2*

State the height of the Coamings in fore well? *37"* In after well *37"*

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *yes*

State any special features in the construction of the Vessel *none*

* *As the ~~water~~ of the bridge front is lined on the inside it was impossible to accurately see the whole of the plating it appears however to be stiffened as per accompanying sketch received from the owners representative.*



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners *C. S. Hedberg Esq.*

Address *Malmo, Sweden*

Fee £ *3* Received by me *4/7/06*

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