

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 Lisbon
Date of Survey 20th Dec. 32
Name of Surveyor _____

TEMARA

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>SUNFLOWER</u>	<u>Lisbon Hong Kong</u>		<u>1083</u>	<u>1925-1mo</u>	<u>100 A1</u>
Number in Register Book <u>90706</u>	<u>Portuguese British</u>				<u>Carrying Petroleum in Bulk.</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
<u>200'0</u>	<u>37'0"</u>	<u>14'1"</u>	<u>815.04</u>
Length on LOADLINE. <u>200'</u>	Frame Depth Rule <u>5"</u> $\times 2 = -17 \frac{1}{4}$ <u>1001.4</u> Lalso <u>34 \frac{3}{4}</u> corner from sparway <u>+20</u>	Ceiling <u>+10</u> Sheer <u>-04</u> <u>2m No 1</u> <u>4 holds</u> <u>2" Ceiling</u>	Peak Tanks <u>Included</u> <u>Deep floors</u> <u>Aft + 11.7 tons</u>
CORRECTED DIMENSIONS. <u>200.0</u>	<u>37.03</u>	<u>14.16</u>	<u>826.74</u>

Moulded Depth as measured..... 15'-0 \frac{1}{2}"

Addition for Keel below base line for draught record..... 1 \frac{1}{8}" inches.

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

Co-efficient of fineness..... .788

Any modification necessary [Para. 4 (a) to (e)]* _____

Co-efficient as corrected79

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>200.0</u>
Length in Table	<u>180.25</u>
Difference	<u>19.75</u>
Correction for 10ft., Table A.	<u>1.0</u> Table C.
\times Difference divided by 10	<u>1.975</u> (if required.)
If $\frac{1}{10}$ ths length covered divide by 2	<u>.987</u>
	<u>+1"</u>

Sheer (Stem..... 41 \frac{5}{8}") 59 \frac{1}{2}" $\div 2 =$ 29 \frac{5}{8}" Mean at (Sternpost ... 14 \frac{5}{8}")

Sheer at $\frac{1}{2}$ of the length from (Stem 22 \frac{5}{8}") 31 \frac{1}{4}" $\div 2 =$ 15 \frac{5}{8}" Mean (Sternpost 8 \frac{5}{8}") $\div 55 =$ 28.41

Gradual mean Sheer 28.41

Standard mean Sheer [Table, Para. 18] 30.00 Correction

Difference..... 1.59 $\div 4 =$.39

\S If limited, as Para. 18. (f) + \frac{1}{2}"

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered over $\frac{7}{10}$ ths.

Thickness of usual wood deck, less stringer 3" - 3"

Rise in Sheer from amidships [Para. 18 (e)]

- At front of bridge house..... /
- At after end of forecastle /

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>36'-10"</u>
Round of Beam	<u>9 \frac{1}{4}"</u>
Normal round.....	<u>9 \frac{1}{4}"</u>
Difference	<u>0</u> $\div 2 =$ <u>-</u>
Proportion of Deck uncovered (Para. 19)	<u>-</u>

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

Fall in Sheer Para. 18 (d) $\div 2 =$ _____

Length uncovered Correction

Lowest point of Sheer is amidships as measured from Keel

Freeboard, Table A	<u>2'-6 \frac{1}{2}"</u>
Correction for Sheer	<u>+ \frac{1}{2}"</u>
Correction for Length	<u>2'-7 \frac{3}{4}"</u>
Allowance for Deck Erections	<u>- 11"</u>
Correction for Round of Beam.....	<u>1'-8 \frac{3}{4}"</u>
Correction for fall in Sheer (if any).....	<u>/</u>
Correction for Steel Deck (if required)	<u>- 3"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) \ddagger	<u>1'-5 \frac{3}{4}"</u>
Other Corrections (if any)	<u>/</u>

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>0'-7 \frac{1}{2}"</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>/</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14)	<u>2'-6 \frac{3}{4}"</u>
Difference	<u>1'-11 \frac{1}{2}"</u>
Percentage as below.....	<u>47.4%</u>
	<u>11.02</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) _____

Allowance for Deck Erections - 11"

Length.	Length allowed.	Height.
Forecastle..... <u>31.33</u>	<u>31.33</u>	<u>4'-0"</u>
Bridge House <u>Trunk</u> $88.17 \times \frac{21.0}{36.83} \times \frac{3.0}{3.75} \times \frac{8}{10} =$ <u>32.17</u>	<u>32.17</u>	<u>3'-3"</u>
\ddagger Raised Qr. Dk..... $80.5 \times \frac{3.25}{3.67} =$ <u>71.30</u>	<u>71.30</u>	<u>3'-3"</u>
Poop..... <u>/</u>	<u>/</u>	<u>/</u>
Total <u>300.0</u>	<u>134.8</u>	<u>= .674</u>
Length of Ship	<u>200.0</u>	
Corresponding percentage [Para. 11, 12, 13, or 14]	<u>47.4%</u>	

Winter Freeboard	<u>1'-5 \frac{3}{4}"</u>
Summer Freeboard	<u>1'-4"</u>
Indian Summer Freeboard	<u>/</u>
N. A. Winter Freeboard	<u>/</u>

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. Nil

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

Tropical Fresh Water Line above Centre of Disc ...	<u>5 \frac{1}{2} \times 140 \times</u>	Tropical Fresh Water Freeboard ...	<u>1'-4" \times 406</u>
Fresh Water Line	<u>3 \frac{1}{2} \times 89 \times</u>	Fresh Water	<u>1'-0 \frac{1}{2} \times 266</u>
Tropical Line	<u>2 \times 85 \times</u>	Tropical	<u>1'-2" \times 317</u>
Winter-Line below	<u>1 \frac{1}{2} \times 38 \times</u>	Winter	<u>1'-5" \times 355</u>
Winter North Atlantic Line	<u>3 \frac{1}{2} \times 89 \times</u>	Winter North Atlantic	<u>1'-7" \times 414</u>
			<u>1'-4" \times 495</u>

9 DEC 1932

87.8
2.12.33

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