

EXT

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 DARTMOUTH.
Date of Survey OCTOBER 1924.
Name of Surveyor P. T. BROWN.

Ship's Name SUNFLOWER
Port of Registry and Nationality LISBON
Official Number 1082-68
Gross Tonnage 1082-68
Date of Build 1924
Particulars of Classification +100A-1-Carrying Petroleum in bulk.
Number in Register Book 90406
Portuguese

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	200'0	34'0	14'1	815.04
Length on LOADLINE.	200'	Frame Depth 5' Rule $\frac{2}{3} = 17\frac{1}{3}$ Nos 104 holds, 3x $\frac{3}{4}$ " CONVEX 1 RUN SPARRING +.20	Ceiling +.10 Sheer -.04 In Nos 1 44 holds 2" CEILING	Peak } Included Tanks } DEEP FLOORS AFT + 11.7 tons
CORRECTED DIMENSIONS.	200.0	37.03	14.16	826.74

Co-efficient of fineness..... .788
Any modification necessary [Para. 4 (a) to (e)]*
Co-efficient as corrected79

Sheer { Stem..... $41\frac{5}{8}$ " } $59\frac{1}{4} \div 2 = 29\frac{5}{8}$ Mean $36\frac{1}{2} \div 1.59 = 22.7$
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 $8\frac{5}{8}$ " }
Gradual mean Sheer $28.41 \div .56 = 28.41$
Standard mean Sheer [Table, Para. 18] 30.00 Correction
Difference..... $1.59 \div 4 = .39$
§ If limited as Para. 18 (f) $+ \frac{1}{2}$ "

Rise in Sheer { At front of bridge house..... ✓
from amidships { [Para. 18 (e)] At after end of forecastle ✓

Fall in Sheer {
Para. 18 (d) } $\div 2 =$
Length uncovered Correction
Lowest point of shear is amidships as measured from keel.

ALLOWANCE FOR DECK ERECTIONS:—

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

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.....	31.33	31.33	4'0"
Bridge House.....	$88.14 \times \frac{2.0}{36.83} \times \frac{3.0}{3.75} = 32.17$	32.17	3'3"
† Raised Qr. Dk.....	$80.5 \times \frac{3.26}{8.24} = 31.30$	31.30	3'3"
Poop.....			
Total	200.0	134.8	674
Length of Ship	200.0		
Corresponding percentage (Para. 11, 12, 13, or 14)	47.4%		

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

23 DEC 1924

† If the frames, skin 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 abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
† In dual-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured..... $15'-0\frac{1}{4}"$
Addition for Keel below base line for draught record..... $\frac{1}{8}"$ inches.

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..... 200.0
Length in Table 180.25
Difference 19.75
Correction for 10ft., Table A. 1.0 Table C.
× Difference divided by 10 1.975 (if required.)
If $\frac{1}{10}$ ths length covered divide by 2987
 $+ 1''$

CORRECTION FOR IRON DECK.

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

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... $36'-10"$
Round of Beam $9\frac{1}{4}"$
Normal round..... $9\frac{1}{4}"$
Difference $\div 2 =$
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 $2'' \frac{6}{4}$
Correction for Sheer $+ \frac{1}{2}$
 $2'' \frac{6}{4}$
Correction for Length $+ 1$
 $2'' \frac{7}{4}$
Allowance for Deck Erections $- 11$
 $1'' \frac{8}{4}$
Correction for Round of Beam.....
Correction for fall in Sheer (if any).....
Correction for Iron Deck (if required) $- 3$
 $1'' \frac{5}{4}$
Additions for non-compliance with provisions of Para. 11 (d) and (e) †
Other Corrections (if any) ✓

Winter Freeboard $1'' \frac{5}{4}$
Summer Freeboard $1'' \frac{4}{4}$
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 iron deck with side.
STEEL

Winter Freeboard from deck line $1'' \frac{7}{4}$
Summer " " " $1'' \frac{5}{2}$
Indian Summer " " "
N. A. Winter " " " $1'' \frac{5}{2}$

STEEL

† 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.

Register
MARKING FORM
RECEIVED
12 JAN 1925

Do all the Frames extend to the top height in the Poop? ☒ Raised Quarter Deck? *Yes* Bridge House? ☒ Forecastle? *Yes*

To what height do the Reverse Frames extend? *On floors only*

Has the ~~Poop~~ Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*

Give particulars of the means for closing the openings in Bulkhead *no openings*

Is the Poop or Raised Quarter Deck connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

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

How are the openings closed? ☒

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? *Strong Steel Deckhouse*

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? *4'-3"* 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. 1. For END OF TRUNK 4'-8" x 10'-0"	No. 2. For each 4'-8" x 6'-6" These hatches are oil tight with hinged covers and efficient means of securing	No. 3. For 5'-9" x 6'-6" each	No. 4. For each 4'-8" x 4'-0"	Ship.	Rule.	Ship.	Rule.
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.								
Height above top of DECK	2'-6"	4'	4'	2'-6"				
Thickness								
Sides	44	46	46	44				
Ends	44	46	46	44				
SHIFTING BEAMS OR WEB PLATES								
Number	1			1				
Section and Scantlings	12" centre 3" 6" ends 3x3x4	✓	✓	9" centre 3" 6" ends 3x3x4				
Material	S			S				
* FORE AND AFTERS								
Number								
Section and Scantlings	NONE	✓	✓	NONE				
Material								
HATCHES Thickness	2 1/2"			2 1/2"				
Remarks		* NOTE. These hatch coamings are surmounted by small coamings 2'-6" x 2'-6" formed from 4" channels, 46" thick						

* 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, are not satisfactory.

Length of Bulwarks in well

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

Sq. ft.

Ft. Tenths. Ft. Tenths. No.

x x

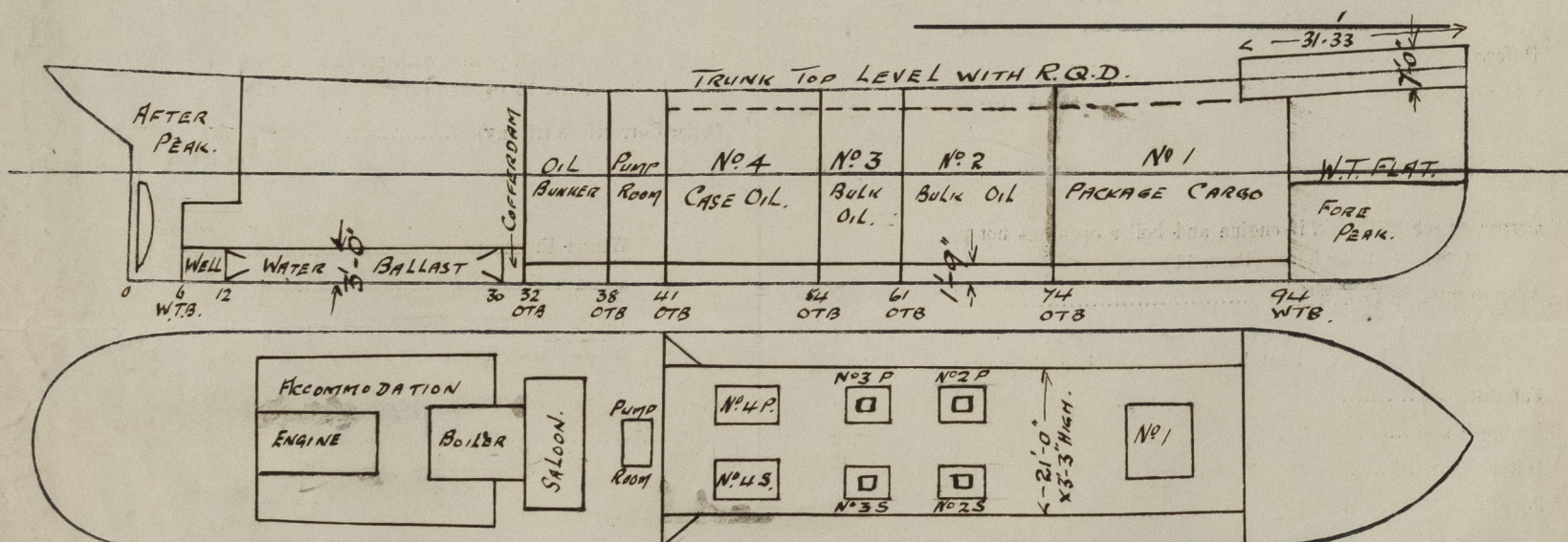
x x

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 *R.Q.D with TRUNK. Built under 1921-22 Rules.*

Builder's name and yard number *PHILIP & SON LTD No 640.*

Names of sister vessels ☒

Owners *Vacuum Oil Company Ltd.*

Address

Fee £ *5-0-0.*

Received by me *15.1.25*



© 2020

Lloyd's Register
Foundation

WALLSEND 112, for local messages.
NEWCASTLE CENTRAL 2027, for trunk messages only.
Telephones