

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.
 Port of Survey Hongkong
 Date of Survey April 1932
 Name of Surveyor _____

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>1/3 Dunafrie</u>	<u>British Glasgow</u>	<u>148926</u>	<u>3489</u>	<u>1909</u>	<u>+100 A.1. Awning Deck with Freeboard.</u>
Number in Register Book					
Registered dimensions from Ship's Register.	LENGTH. <u>330'-0"</u>	BREADTH. <u>47.30</u>	DEPTH. <u>25.75</u>	UNDER DECK Tonnage. <u>3173.92</u>	Moulded Depth as measured <u>20'-0"</u> Main Deck. <u>28'-0"</u> Spar or Awning Deck.
Length on LOADLINE	<u>329.75</u>	Frame Depth <u>9 1/2</u> Rule <u>5 1/2</u> <u>4</u> <u>- .66</u>	Ceiling <u>+ .20</u> Sheer <u>+ .14</u> drop in tank <u>+ .12</u> Junk dk <u>-8.0</u>	Peak Tanks <u>educt</u> <u>ween dks</u> <u>1020</u>	
CORRECTED DIMENSIONS.	<u>329.75</u>	<u>46.64</u>	<u>18.21</u>	<u>2153.92</u>	
Co-efficient of fineness	<u>.767</u>				
Any modification necessary [Para. 4 (a) to (e)*]	<u>CDB</u>				
Co-efficient as corrected	<u>.747</u>				
Allowance for strength in excess of Lloyd's rules = <u>24"</u>					
State particulars— <u>Increased topsides</u> <u>longitudinal strength = spar dk</u> <u>Deep framing</u> <u>Two complete steel decks.</u>					
Sheer at Stem <u>66</u> at 1/2 length from Stem <u>39</u> Sternpost... <u>30</u> " " " Sternpost... <u>18</u> Drop in Sheer abaft amidships..... ✓					
Round of Spar-deck Beam..... <u>11 1/4</u> " " Main-deck " <u>11 3/4</u>					
Length × Height. State if open or closed at ends.					
Forecastle <u>37.0</u> × <u>7'-3"</u> <u>open</u>					
Bridge..... <u>65.42</u> × <u>7'-3"</u> <u>closed</u>					
Poop..... <u>30.92</u> × <u>7'-3"</u> <u>closed</u>					
Height of 'Tween Decks..... <u>8'-0"</u> (From top of beam to top of beam at side) Correction for Height of 'Tween Decks in Spar-decked Ships..... ✓					
Freeboard Table <u>for C</u> <u>1'-3 1/2"</u> Correction for Length..... <u>+ 5 1/2"</u> <u>1'-9"</u> Correction for Height of 'Tween Decks in Spar-decked Ships..... <u>8'-0"</u> <u>9'-9"</u> Correction for Strength in excess of Lloyd's rules..... <u>- 2'-0"</u> <u>7'-9"</u> Correction for Iron Deck if required..... <u>- 3 1/2"</u> <u>7'-5 1/2"</u> Other Corrections (if any).....					
Winter Freeboard..... <u>7'-5 1/2"</u> Summer Freeboard..... <u>7'-2"</u> Indian Summer Freeboard..... <u>6'-10 1/2"</u> N. A. Winter Freeboard..... <u>7'-7 1/2"</u>					
Correction necessary because clearside amidships measured in accordance with the Statute is not taken at inter-section of the wood or steel deck with side					
Winter Freeboard from Deck Line					
Summer " " "					
Indian Summer " " "					
N.A. Winter " " "					

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

Tropical Fresh Water Line above Centre of Disc ... <u>9 1/2"</u>	Tropical Fresh Water Freeboard ... <u>7'-1 3/4"</u>
Fresh Water Line " " ... <u>6"</u>	Fresh Water " " ... <u>6'-4 1/4"</u>
Tropical Line " " ... <u>3 1/2"</u>	Tropical " " ... <u>6'-7 3/4"</u>
Winter Line below " " ... <u>3 1/2"</u>	Winter " " ... <u>6'-10 1/4"</u>
Winter North Atlantic Line " " ... <u>5 1/2"</u>	Winter North Atlantic " " ... <u>7'-5 1/4"</u>

15 JUN 1932