

Lloyd's Register of Shipping.

Port of Survey _____
Date of Survey 23. 7. 17
Name of Surveyor _____

Ship's Name. <i>Hawthorn</i>	Port of Registry and Nationality. <i>No. 42147.</i>	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification. <i>100A1. condemp.</i>
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.	
Length on LOADLINE.	215.1	33.2	16.05	754	<p><i>Seven</i> Moulded Depth as measured..... 17-0</p> <p><i>Extra thickness of deck</i> + $\frac{1}{2}$</p> <p>17-0 $\frac{1}{2}$</p> <p>17-03/4</p>
		<i>mean</i> Frame Depth 52	<i>14.906</i> Ceiling <i>fit</i>	<i>ord. floor</i> Peak	Addition for Keel below base line for draught record..... inches.
		Rule " $\frac{4}{15}$	Sheer +.41	Tanks <i>in B. room</i> - 5	
		- .25			
CORRECTED DIMENSIONS.	215	32.95	15.31	749	<p>CORRECTION FOR LENGTH.</p> <p>Length of Ship on Loadline..... 215</p> <p>Length in Table</p>

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

Co-efficient of fineness..... *.69*
Any modification necessary { *base of B.*
[Para. 4 (a) to (e)]* { *.67*
• Co-efficient as corrected *(.63 given by Builders)*
original

Sheer at $\frac{1}{8}$ of the length from { Stem 34 } $51 \div 2 = 25.5$ Mean
 { Sternpost 17 }
 Gradual mean Sheer 25.5
 Standard mean Sheer [Table, Para. 18] 18.9
 Difference 6.6 $\div 4 =$
 § If limited as Para. 18 (f).....

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

¶ Fall in Sheer	{	
Para. 18 (d)		
Length uncovered		÷ 2 =

Correction

ALLOWANCE FOR DECK ERECTIONS :—	
Freeboard, Table C.....	0 - 8½ ✓
Correction for Length, if required (Para. 12, 13, and 14)	+ ½ ✓
	<hr/> 0 - 9 ✓
Freeboard by Table A. corrected for sheer, and for length, } if required (Para. 12, 13, and 14) }	2 - 11½ ✓
Difference	<hr/> 2 - 2½ ✓
Percentage as below.....	29.34%

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

Allowance for Deck Erections — 7 $\frac{3}{4}$

	Length.	Length allowed.	Height.
Forecastle.....	59 open	42.94 ✓	} 7-3
Bridge House	64 "	32 -	
† Raised Qr. Dk.....	"	24.5 ✓	
Poop.....	49 "	24.5 ✓	
Total	<u>172</u> = 8	<u>99.44</u> ✓	} 462 ✓
Length of Ship	215	215	
Corresponding percentage	{ 29.34 % ✓		
(Para. 11, 12, 13, or 14)			

24. 7. 17.

FREEBOARD recommended	amidships from centre of Disc to top of Statutory Deck
Fresh Water Line	above centre of Disc ...
Indian Summer Line	" " " ...
Winter Line	below " " ...
Winter North Atlantic Line	" " " ...

* If the frames, skin planking, or ceiling are not of the same material as the hull, the above lines should be marked on the hull.

* 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 amidships beam.

\$ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern— one eighth of the vessel's length from stem and stern-post.

Moulded Depth as ~~measured~~ *Sevin*
Beta thickness of deck
 Addition for Keel below base line
 for draught record inches.

17-0
 + $\frac{1}{2}$
 17-03/4

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.....	215	
Length in Table	204.75	
Difference	10.25	
Correction for 10ft., Table A.	1.1	Table C.
× Difference divided by 10	1.125	(if required.) . 5
If $\frac{6}{16}$ ths length covered divide by 2	+ $1\frac{1}{4}$ ✓	+ $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ ths length covered	
Thickness of usual wood deck, less stringer	✓

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	55	NOTE. — The
Round of Beam.....	84	round of beam
Normal round.....	84	should be report-
Difference		ed on the
	$\div 2 =$	full
Proportion of Deck uncovered (Para. 19)		breadth of vessel
		at the gunwale.

Freeboard, Table A	2 - 10 $\frac{1}{4}$
Correction for Sheer	- 1 $\frac{3}{4}$
	<hr/> 2 - 8 $\frac{1}{2}$
Correction for Length	+ 1 $\frac{1}{2}$
	<hr/> 2 - 9 $\frac{3}{4}$
Allowance for Deck Erections	- 7 $\frac{3}{4}$
	<hr/> 2 - 2

Correction for Round of Beam.....

Correction for fall in Sheer (if any).....

Correction for Iron Deck (if required)

Additions for non-compliance with provisions of {
Para. 11 (d) and (e) ‡ {.....}

Other Corrections (if any)

Winter Freeboard	2-2 ✓
Summer Freeboard 28	1-11 ¹ / ₂ ✓
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.

Winter Freeboard from deck line	2 - 3
Summer " " " "	2 - 0 $\frac{1}{2}$
Indian Summer " " " "	"
N. A. Winter " " " "	"

Line, Wood (Iron) Deck :- 2'-0 1/2" ✓
 4 ✓
 ✓
 2 1/2 2020 17-4
 17-3

† 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.

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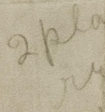
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