

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 Newport Mon
Date of Survey 12th April 1932
Name of Surveyor _____

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
ASHTREE	<u>British London</u>	<u>147646</u>	<u>1561</u>	<u>1924.5</u>	<u>+ 100 A.1.</u>
Number in Register Book _____					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>244.00</u>	<u>36.80</u>	<u>15.85</u>	<u>1150.90</u>
Length on LOADLINE.	<u>244.00</u>	mean Frame Depth 8 Rule <u>4$\frac{1}{2}$ 3$\frac{1}{2}$</u>	Ceiling <u>ditted</u> Sheer + <u>.57</u> Level Tank	Peak Tanks } <u>incl.</u>
		<u>2x3$\frac{1}{2}$ = -.58</u>		
CORRECTED DIMENSIONS.	<u>244.00</u>	<u>36.22</u>	<u>16.42</u>	<u>1150.90</u>

Co-efficient of fineness..... .793
Any modification necessary } -.02 CDB
[Para. 4 (a) to (e)]* }
Co-efficient as corrected77

Sheer { Stem..... 72 } 108 $\div 2 = 54$... Mean 55.0
at { Sternpost ... 36 } 36 20.6
.57
Sheer at $\frac{1}{8}$ of the length from { Stem 40" } 60 $\frac{1}{2}$ $\div 2 = 30.25$ Mean
Sternpost 20 $\frac{1}{2}$ " 55.0
Gradual mean Sheer 54.50
Standard mean Sheer [Table, Para. 18] 34.40 Correction
Difference..... 20.10 $\div 4 = 5.02$
§ If limited as Para. 18 (f) - 5"

Rise in Sheer { At front of bridge house..... 3 $\frac{1}{4}$ "
from amidships }
[Para. 18 (e)] { At after end of forecastle 42 $\frac{3}{4}$ "

Fall in Sheer } nil $\div 2 =$
Para. 18 (d) }
Length uncovered Correction \checkmark

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 1' - 0"
Correction for Length, if required (Para. 12, 13, and 14) \checkmark
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) } 2 - 10 $\frac{3}{4}$
Difference 1 - 10 $\frac{3}{4}$
Percentage as below..... 47.35
- 10.77

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } + .81
Allowance for Deck Erections - 9.96
- 10"

	Length.	Length allowed.	Height.
Forecastle.....	<u>27-6"</u>	<u>27.5</u>	<u>7-0"</u>
Bridge House <u>10' above RQD with two open alleyways</u>			<u>8'-0"</u>
† Raised Qr. Dk.....	<u>144'-7" x 3.58</u>	<u>130.8</u>	<u>3-7"</u>
Poop.....			
Total	<u>172'-1"</u>	<u>158.3</u>	<u>= .649</u>
Length of Ship	<u>244</u>	<u>244.0</u>	
Corresponding percentage } <u>47.35</u> (Para. 11, 12, 13, or 14) }			

Moulded Depth as measured..... 18'-1"
Addition for Keel below base line for draught record..... 1.2 inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 244.00
Length in Table 217.00
Difference 27.00
Correction for 10ft., Table A. 1.1 Table C.
 \times Difference divided by 10 2.97 (if required.) \checkmark
If $\frac{1}{10}$ ths length covered divide by 2 1.49 + 1 $\frac{1}{2}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered \checkmark
Thickness of usual wood deck, less stringer 3 $\frac{1}{2}$ " - 3 $\frac{1}{2}$ "

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 35'-11"
Round of Beam 9 $\frac{1}{4}$
Normal round..... 9
Difference $\frac{1}{4} \div 2 =$ $\frac{1}{8}$
Proportion of Deck uncovered (Para. 19) \checkmark

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

Freeboard, Table A 3' - 3 $\frac{3}{4}$ "
Correction for Sheer - 5
2' - 10 $\frac{3}{4}$
Correction for Length + 1 $\frac{1}{2}$
3 - 0 $\frac{1}{4}$
Allowance for Deck Erections - 10
2' - 2 $\frac{1}{4}$
Correction for Round of Beam..... \checkmark
Correction for fall in Sheer (if any).....
Correction for Steel Deck (if required) - 3 $\frac{1}{2}$
1 - 10 $\frac{3}{4}$
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) }
Other Corrections (if any) Hx. of R.Q.D. + 3' - 7"
5' - 5 $\frac{3}{4}$ "

Winter Freeboard 5' - 5 $\frac{3}{4}$ "
Summer Freeboard - 2 $\frac{1}{4}$ 5' - 3 $\frac{1}{2}$ "
Indian Summer Freeboard 5' - 1 $\frac{1}{4}$ "
N. A. Winter Freeboard + 3 $\frac{1}{4}$ 5' - 9"

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. \checkmark

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 ... 7" ...
Fresh Water Line " " ... 4 $\frac{1}{2}$ " ...
Tropical Line " " ... 2 $\frac{1}{2}$ " ...
Winter Line below " " ... 2" ...
Winter North Atlantic Line " " ... 5" ...

Tropical Fresh Water Freeboard ... 5' - 3 $\frac{1}{2}$ "
Fresh Water " " " " ... 4' - 8 $\frac{1}{2}$ "
Tropical " " " " ... 4' - 11"
Winter " " " " ... 5' - 5 $\frac{1}{2}$ "
Winter North Atlantic " " " " ... 5' - 8 $\frac{1}{2}$ "

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