

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Rpt. No. 2834.

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

Date of Survey

Name of Surveyor

Kobe
February 17th 1920
Arnold Bennett.

Ship's Name. **S.S. "SAMARANG MARU"**
Kobe Mitsubishi Hull No. 82
Port of Registry and Nationality. **Kobe: Japanese**
Official Number. **26208**
Gross Tonnage. **3909.26**
Date of Build. **March 1920**
Particulars of Classification. **100 A.I. (contemplated)**

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	345.00	50.00	26.71	3468
Length on LOADLINE.	345.00 344.3	Frame Depth 10 Rule say, 6 4 66	Ceiling fitted Sheer .34 4" drop in Tank + 16	Peak Tanks } incl
CORRECTED DIMENSIONS.	346.00 344.3	49.34	27.21	3468

Co-efficient of fineness..... .75 ✓
Any modification necessary } C.D.B.
[Para. 4 (a) to (e)]*
Co-efficient as corrected73 ✓

Sheer { Stem..... 83 }
at { Sternpost ... 41 }
 $124 \div 2 = 62$... Mean $36 \frac{56.81 + 44.43}{2} = 50.62$
Sheer at $\frac{1}{2}$ of the length from { Stem 42.5 }
Sternpost 20.0 } $62.5 \div 2 = 31.25$... Mean $\div 55 = 56.81$
Gradual mean Sheer 56.81 ✓
Standard mean Sheer [Table, Para. 18] 44.43 ✓
Difference..... $12.38 \div 4 =$
§ If limited as Para. 18 (f) -3" ✓

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
Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 3' - 10 $\frac{3}{4}$ " ✓
Correction for Length, if required (Para. 12, 13, and 14) - $\frac{1}{4}$ " ✓
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } 6' - 8 $\frac{1}{2}$ " ✓
Difference 2' - 10" ✓
Percentage as below..... 26.89% ✓

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } 9.14
Allowance for Deck Erections 9 $\frac{1}{4}$ ✓

	Length.	Length allowed.	Height.
Forecastle.....	40	40	7.75
Bridge House	74	74	7.75
† Raised Qr. Dk.....			
Poop.....	33	33	7.75
Total		147	

Length of Ship 344.3 = 427 ✓
Corresponding percentage {
(Para. 11, 12, 13, or 14) } 26.89%.

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—
10.8.20.
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 of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
† In vessels of unusual height or allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the vessel should be reported from the level of the top of the amidship beam.
† In flush-decked vessels the total statuary height should be reported at the stem and sternpost. In vessels having poops and forecastles the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

Moulded Depth as measured..... 29' - 1"

Addition for Keel below base line
for draught record..... 1.625 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..... 344.3 ✓
Length in Table 348
Difference 4.7 ✓
Correction for 10ft., Table A. 1.5 ✓ Table C. .7 ✓
× Difference divided by 10705 (if required.) .329
If $\frac{1}{10}$ ths length covered divide by 2 - $\frac{3}{4}$ " - $\frac{1}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered $\frac{4.7}{348} \times \frac{1}{2} = \frac{1}{15}$ ✓
Thickness of usual wood deck, less stringer Wood 3" Rule 3 $\frac{1}{2}$ "

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 480
Round of Beam 12 $\frac{1}{2}$ "
Normal round..... 12 $\frac{1}{2}$ "
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 7' - 0 $\frac{1}{4}$ " ✓
Correction for Sheer - 3" ✓
Correction for Length - $\frac{3}{4}$ " ✓
Allowance for Deck Erections - 9 $\frac{1}{4}$ " ✓
Correction for Round of Beam..... - 11 $\frac{1}{4}$ " ✓
Correction for fall in Sheer (if any)..... ✓
Correction for Iron Deck (if required) - $\frac{1}{4}$ " ✓
Additions for non-compliance with provisions of }
Para. 11 (d) and (e) † }
Other Corrections (if any)

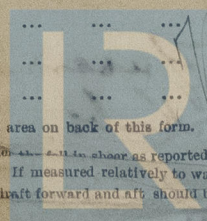
Winter Freeboard 5' - 11" ✓
Summer Freeboard 5' - 5 $\frac{1}{2}$ " ✓
Indian Summer Freeboard 4' - 0 $\frac{1}{2}$ " ✓
N. A. Winter Freeboard ✓

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood deck with side. 13 $\frac{1}{4}$ " ✓

Winter Freeboard from deck line 6.024 ✓
Summer " " " 5.72 ✓
Indian Summer " " " 5.22 ✓
N. A. Winter " " " 5.72 ✓

† State dimensions of freeing port area on back of this form.

† The Surveyor should state whether the 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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Lloyd's Register Foundation

alternatively
Second St. & File

Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *Yes* Bridge House? *Yes* Forecastle? *Yes*
To what height do the Reverse Frames extend? *Upper St in way after Peak*
Has the Poop ~~on Raised Quarter Deck~~ an efficient ~~Iron~~ Bulkhead at the fore end? *Yes*
Give particulars of the means for closing the openings in Bulkhead *Steel W.T. Doors.*
Is the Poop ~~on Raised Quarter Deck~~ connected with the Bridge House? *No* Has the Bridge House an efficient Bulkhead at the fore end? *Yes*
Give particulars of the means for closing the openings in Bulkhead *Steel W.T. Doors*
What is the thickness of the Bridge Front plating? *.437* and Coaming plate? *.437*
Give scantlings and spacing of the Stiffeners *8 x 3 1/2 x .64 Bulb Angles spaced 30"*
Are bracket plates fitted at each end of the Stiffeners? *Yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *Yes.*
Has the Bridge House an efficient ~~Iron~~ Bulkhead at the after end? *Yes*
How are the openings closed? *Storm boards in riveted channels for half height of tween decks*
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? *Yes.*
If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *Yes.*
Give thickness of plating; scantlings and spacing of Stiffeners *Yes.*
What is the height of the exposed Casings? *Yes.* 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:—

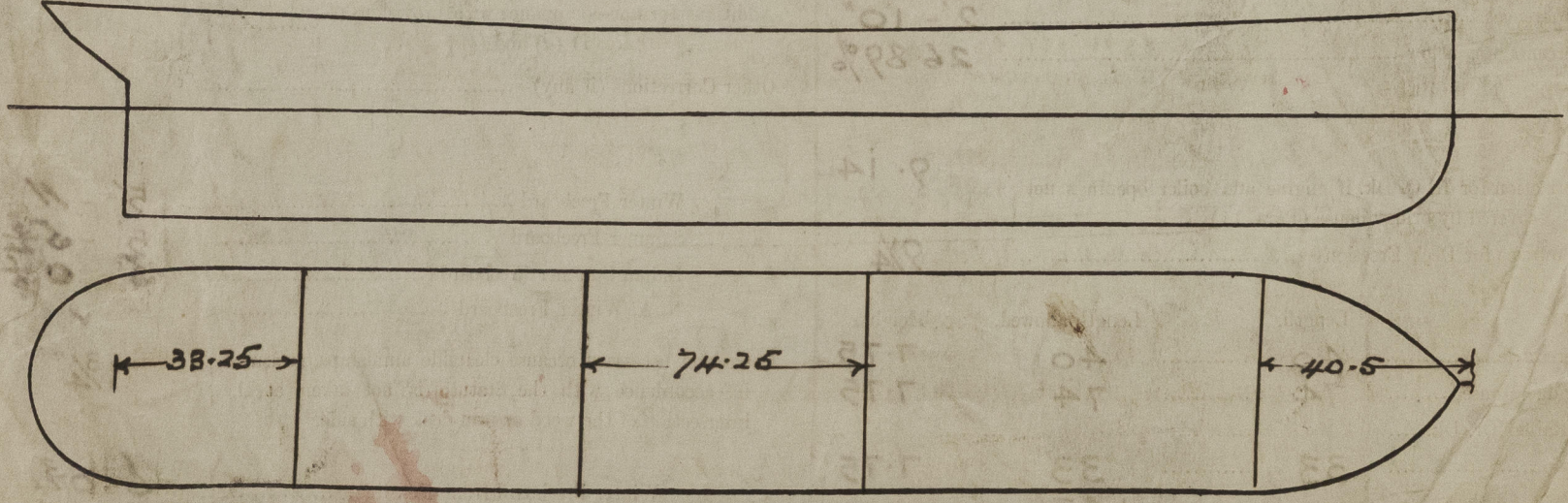
Position and Size.	No. 1. 27.6 x 18.0		No. 2. 33.0 x 18.0		No. 3. 30.3 x 18.0		No. 4. 27.6 x 18.0			
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	<i>31" .437 above wood deck</i>	<i>31" .437 above wood dk</i>	<i>31" .437 above wood dk</i>	<i>31" .437 above wood dk</i>	<i>31" .437 above wood dk</i>	<i>31" .437 above wood dk</i>			
	Sides.....	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>			
	Ends.....	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>	<i>.437</i>			
WEB PLATES	Number	<i>5</i>	<i>7</i>	<i>6</i>	<i>5</i>					
	Section and Scantlings	<i>Plates 5 x 7 x 3/5</i>	<i>Same as No. 1.</i>	<i>Same as No. 1.</i>	<i>Same as No. 1.</i>					
	Material	<i>4 x 3 x .437</i>								
FORE AND AFTERS.	Number									
	Section and Scantlings		<i>None</i>							
	Material									
HATCHES Thickness										
Remarks.....			<i>solid</i>							

* 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. } 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 *Exposed part of Upper Deck sheathed with 3" Oregon Pine.*
Sister vessel to Akita Maru, Yamagata Maru, Madama Maru. Nagasaki Mitsunishi
Hull No. 253
253
255

Nanyo Yusen Kaisha
Kobe.

Address
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