

Index No. 200
(For London Office only.)

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Rpt. No. 3066

ARTICULARS 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 Kobe
Date of Survey September 1920.
Name of Surveyor S. J. [unclear]

Yamashiro Kobe Hull No 83

Correct Name *Cheriton*
Ship's Name

Port of Registry
and Nationality.Official
Number.

Gross
Tonnage.

Date of Build.

Particulars of Classification.

"~~YORŌ MARU~~"

KOBE
Japanese.

3856-82

1920

✠ 100A.I.

Contemplated

Number in Register Book

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	345.00	50.00 <i>incl 50.2 Ext.</i>	26.71	3475.91
Length on LOADLINE.	344.3	Frame Depth 10 Rule " 6 <u>4</u> .66 ✓	Ceiling <i>fitted</i> Sheer .34 ✓ 4 drop in Tank +.16 ✓	Peak } included Tanks }
CORRECTED DIMENSIONS.	344.3	49.34 ⁵	27.21 ✓	3475.91 ✓

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

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

Addition for Keel below base line
for draught record.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	344.3 ✓
Length in Table	349.0 ✓
Difference	4.7 ✓
Correction for 10ft., Table A.	1.5 ✓
× Difference divided by 10705 ✓
If $\frac{6}{10}$ ths length covered divide by 2	$-\frac{3}{4}$ ✓

Table C. .7
(if required.) .329

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ this length covered **427**
 Thickness of usual wood deck, less stringer **3½" = -12**

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	48'-0"	
Round of Beam	12"	
Normal round.....	12"	
Difference		$\div 2 = \dots\dots$
Proportion of Deck uncovered (Para. 19)		<i>nil</i>

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

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

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

ALLOWANCE FOR DECK ERECTIONS :—

Freeboard, Table C.....	3.10 1/4
Correction for Length, if required (Para. 12, 13, and 14)	- 1/4
	3.10 1/2
Freeboard by Table A. corrected for sheer, and for length, }	6.8 1/2
if required (Para. 12, 13, and 14) }	2.10
Difference	2
Percentage as below.....	26.89%

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

Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecaste.....	40.00	40.00	7.9
Bridge House	74.25	74.25	7.9
† Raised Qr. Dk.....			
Poop.....	32.50	32.50	7.9
Total		146.75	42.7 ⁶
Length of Ship		344.30	
Corresponding percentage {			
(Para. 11, 12, 13, or 14) {	26.89 ² %		

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	"	" "

* 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 flush-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.

+ 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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Do all the Frames extend to the top height in the Poop? *Yes* Raised Quarter Deck? *✓* Bridge House? *Yes* Forecastle? *Yes on all frames.*

To what height do the Reverse Frames extend? *33" Framing Rev Frames extend to upper + 2nd deck alternately*

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

Give particulars of the means for closing the openings in Bulkhead *Hinged Steel W.T. Doors*

Is the Poop or 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 *Hinged Steel W.T. Doors*

What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*

Give scantlings and spacing of the Stiffeners *9" x 3 1/2" x 1/2" B.R. 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 Bulkhead at the after end? *Yes*

How are the openings closed? *Storm Boards fitted in Riveted Channels for Half height.*

Is the Forecastle at least as high as the main or top-gallant rail? *Yes* Has the Forecastle an efficient 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? *✓*

Give thickness of plating; scantlings and spacing of Stiffeners *✓*

What is the height of the exposed Casings? *✓* Are suitable means provided for closing all openings in them in bad weather? *✓*

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 Hatch		No. 2 33' 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	34	24	34	24	34	24	34	24		
	Thickness Sides.....	.44	.44	← Same as No. 1				→			
	Ends.....	.44	.44								
SHIFTING BEAMS OR WEB PLATES	Number	5		7		6		5			
	Section and Scantlings	PLATE 36		.34		.34		.36			
	Material	4 x 3 x 7/8 Double Angles Steel		← Same as No. 1				→			
* FORE AND AFTERS.	Number										
	Section and Scantlings	none		none		none		none			
	Material										
HATCHES Thickness		3"	2 1/2"	3"	2 1/2"	3"	2 1/2"	3"	2 1/2"		
Remarks.....		Good		Good		Good		Good.			

* 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? _____

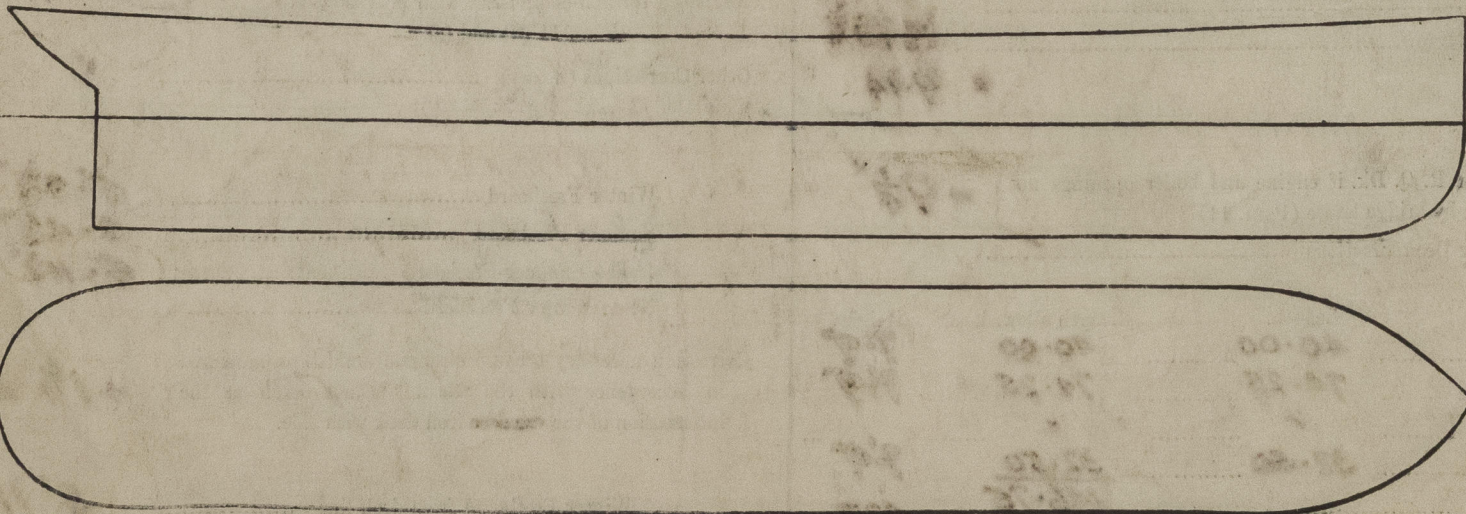
Delete the words } The Crew are, are not, berthed in the bridge house.
that do not apply } The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

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.
	x		x				
	x		x				

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

*Sister Vessels. "AKITA MARU", "YAMAGATA MARU" + "MABERASU MARU" Nagasaki
Mitsubishi Hull No. 252, 253 + 285, "SAMARANG MARU" Kobe Reg. No. 2834.*

Owners *Mitsubishi Iosken Kaisha Ltd.*

Address *Tokyo*

Received by me



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