

810

228 35.

Port of Survey *Nagasaki*
Date of Survey *30 July 1913*
Name of Surveyor *E. D. Cushman*

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

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	459.42	-
Length in Table	390.0	-
Difference.....	69.42	-
Correction for 10ft.....	.8	-
× Difference ÷ 10 =	5.55	-
	+ 5 $\frac{1}{2}$	-

Allowance for strength in excess of Lloyd's rules = 3

State particulars— Deep hull angle framing 6'-
top height, steel $1\frac{1}{2}$ " x 4" bulbs in upper
tween decks. 3 complete steel decks.
Upside plating increased in thickness.

Height of 'Tween Decks..... *Shelter & upper 8'-0"*
(From top of beam to top of beam at side)
Correction for Height of 'Tween Decks in Spar-decked Ships.....

Freeboard Table B or C	5 - 5 ¹ / ₂ ✓
Correction for Length	+ 5 ¹ / ₂ ✓
	<hr/> 5 - 11 ✓
Correction for Height of 'Tween Decks in Spar-decked Ships	8 - 0 ✓
	<hr/> 13 - 11 ✓
Correction for Strength in excess of Lloyd's rules	- 2 - 6
<i>Table A limit</i>	<hr/> 11 - 5

Correction for Iron Deck if required.....✓

Other Corrections (if any).....✓

Winter Freeboard.....	11-5	✓
Summer Freeboard.....	10-9½	✓
Indian Summer Freeboard.....	10-2	✓
N. A. Winter Freeboard.....		

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the wood ~~on iron~~ deck with side

Winter Freeboard from Deck Line	11-6 ³ / ₄ ✓
Summer " " "	10-11 ¹ / ₄ ✓
Indian Summer " "	10-3 ³ / ₄ ✓
N.A. Winter " " "	

FREEBOARD recommended amidships from centre of Disc. to top of Statutory Deck Line, Wood (H^o) Deck:—

Fresh Water Line	above centre of Disc	7 ½ ✓
Indian Summer Line	" <i>American Tables</i>	7 ½ ✓
Winter Line	below " <i>Burch, 1906.</i>	7 ½ ✓
Winter North Atlantic Line	" " " " " " " "	

NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels equal in strength to Lloyd's Awning-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for a Spar-decked Vessel, are to be considered as Awning-decked Ships, the freeboard for which will vary with their strength.

* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible

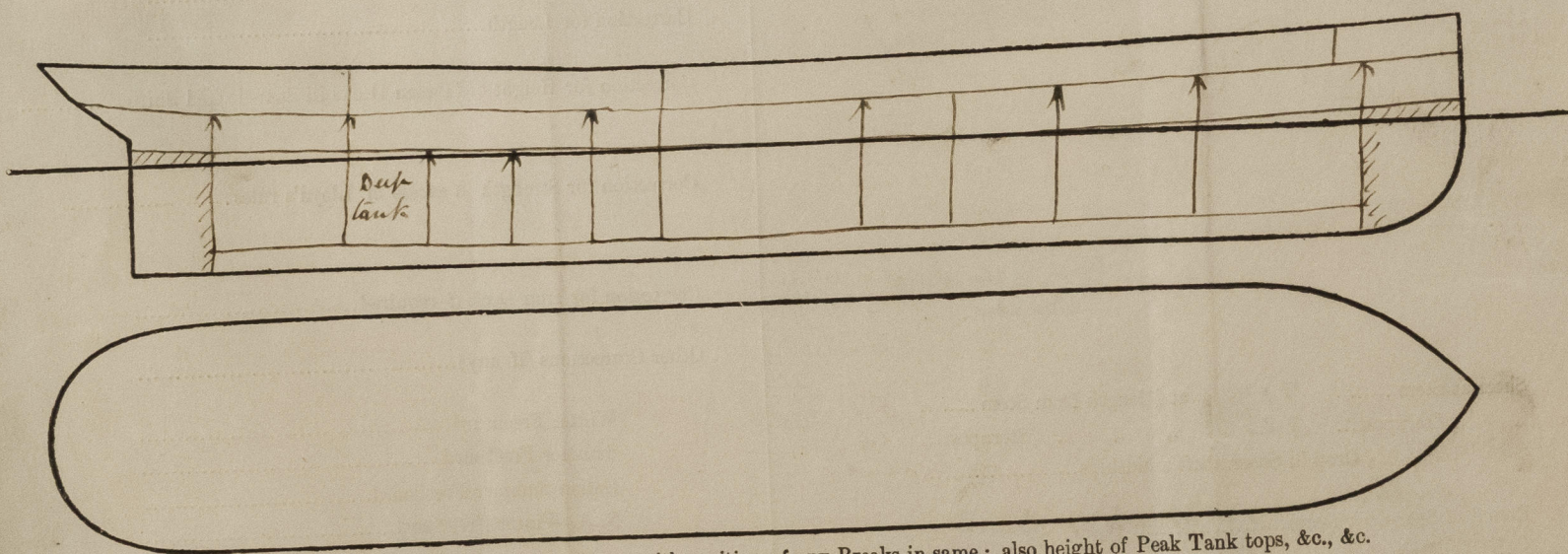
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13/5/53

Do all the Frames extend to the top Height in the Spar deck? *yes* Awning deck? *no*
 Do all the Frames extend to the top height in the Poop? *no* Bridge House? *no* Forecastle? *no*
 To what height do the Reverse Frames extend? *Bulk angle frames*
 Has the Poop an efficient Iron Bulkhead at the fore end? *no*
 Give particulars of the means for closing the openings in Bulkhead *no*
 Is the Poop connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *no*
 Give particulars of the means for closing the openings in Bulkhead *no*
 What is the thickness of the Bridge Front plating? *no* and Coaming plate? *no*
 Give scantlings and spacing of the Stiffeners *no*
 Are bracket plates fitted at each end of the Stiffeners? *no* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *no*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *no*
 How are the openings closed? *no*
 Is the Forecastle at least as high as the main or top-gallant rail? *no* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *no*
 Are the Engine and Boiler openings covered by a Bridge, Poop, }
 or enclosed by a Strong Iron or Steel Deckhouse? }
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *no*
 Give thickness of plating; scantlings and spacing of Stiffeners *6/20 3 1/2 x 3 x 6/20 angles spaced 27 1/2 max*
 What is the height of the exposed Casings? *8' above boat deck* 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:— } *yes*

Position and Size.	N°1 fore. 22-6 x 16		N°2. 32 x 16		N°3. 18-4 x 16		N°5. 27-6 x 16		N°6 23 x 16	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	24		24		24		18		18	
Thickness { Sides.....	.44	80	.52	80	.44	80	.48	80	.44	80
{ Ends.....	.40		.40		.40		.40		.40	
SHIFTING BEAMS OR WEB PLATES.										
{ Number.....	4		6		3		5		4	
{ Section and Scantlings.....	7 1/2 3 x 3 x 40		7 1/2 3 x 3 x 40		7 1/2 3 x 3 x 40		7 1/2 3 x 3 x 40		7 1/2 3 x 3 x 40	
{ Material.....	16-13 x 34		19-14 x 34		19-14 x 34		19-14 x 34		19-14 x 34	
FORE AND AFTERS.										
{ Number.....	no fore									
{ Section and Scantlings.....	after									
{ Material.....										
HATCHES Thickness.....	3"									
Remarks.....	wood.									

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.
 (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.)
There are no scuttles or other openings through the ship's side to affect the position of the load line disc.



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 *None, see preliminary rept N° 749*

13 Nov. 1911.

Owners *T. K. K.*

Address

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