

Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Deck  
Do. of excess of Hatch  
Do. above Crown of  
Engine Room . . )  
Gross Tonnage

LONDON OFFICE COPY

S/S BORDEAUX MARU

(Kawasaki yard no 483)

Kobe 1<sup>st</sup> 2. 1923  
no 486

No. 483 SHIP, "BORDEAUX MARU."

LIGHT DISPLACEMENT

AND

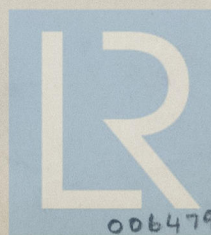
DEADWEIGHT CARRYING CAPACITY.

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KAWASAKI DOCKYARD Co., LTD.,

KOBE, JAPAN.

1923.



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No. 483 Ship "Bordeaux Maru."

LIGHT DISPLACEMENT  
AND  
DEADWEIGHT CARRYING CAPACITY.

-----: :o: :-----

1. Draught and Displacement at 11.30 A.M., Dec. 18th, 1923:-

Specific gravity of sea water ... .. 1.022  
Weight of sea water per cub.ft. 62.373 x 1.022 = 63.745 lbs.

where 62.373 is the weight of 1 cub.ft. of fresh water  
at 59° F. (Water with unit specific gravity) in lbs.

Draught at Ends:-	Forward	... ..	5'-9 $\frac{1}{2}$ "
	Aft	... ..	15'-6"
	Mean	... ..	10'-7 $\frac{5}{8}$ "

Trim by the stern	... ..	9'-8 $\frac{1}{2}$ " =	9.73 ft.
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Draught amidships	Port	... ..	11'-2"
	Starboard	... ..	10'-1 $\frac{1}{2}$ "
	Mean	... ..	10'-7 $\frac{7}{8}$ "

Sagging ... ..  $S = 10'-7\frac{7}{8}" - 10'-7\frac{5}{8}" =$  1/4"

Change in displacement by 1 ft. trim ... .. 7.24 tons

Tons per inch immersion T = ... .. 39.65

Longitudinal I about midship I = ... .. 147,495,000 Sq. ft.  
X Sq. ft.

Displacement at 10'-7 $\frac{5}{8}"$  draught, with trim (35 cub.ft. per ton) 4,607.0 tons.

Correction for the sagging =  $+ S \times (T - \frac{I}{105L^2})$

=  $+ \frac{1}{4} \times (39.65 - \frac{147,495,000}{105 \times 405^2}) =$

=  $+ \frac{1}{4} \times (39.65 - 8.56) \dots \dots \dots + 7.8 "$

Displacement corrected for the trim and sagging (35 cub.ft. per ton) 4,614.8 tons

" further corrected for the density of sea water

4,614.8 x  $\frac{63.745}{64.000} =$  4,596.4 tons



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## 2. Weight to Come Out of Ship:-

Item.				Respective Wt. in tons.	Gross Wt. in tons.
No.1 Ballast tank	(P & S)	Empty		0	
No.2 " "	( " )	"		0	
No.3 " "	( " )	"		0	
No.4 " "	( " )	"		0	
No.5 " "		"		0	
Feed water tank	P	F.W. Full		97.3	
" " "	S	" "		97.3	
Fore peak tank		Empty		0	
After " "		"		0	
Deep tanks ... ..	{ P	H.O. 15'-10" } ..	251.1		
	{ S	H.O. 15'-0" } ..	217.5		
Settling tanks ... ..	{ P	H.O. 295 cub.ft. } ..	7.9		
	{ S	H.O. 1140 " } ..	30.4		
Fresh water tanks ... ..	{ P	F.W. 5'-11" } ..	19.7		
	{ S	" 5'-9" } ..	19.2		
Sanitary tank		S.W. Full	3.1		
Water and Oil, Total	...	...	...		743.5
Water in three boilers	...	...	...		89.4
Turbine oil (1,810 gals.)	...	...	...		7.3
Temporary weight	...	...	...		3.5
Brine and water in refrigerating plant	...	...	...		0.7
Bilge water	...	...	...		10.7
Men on board (40)	...	...	...		2.0
Weight to Come Out of Ship, Total	...	...	...		857.1

## 3. Weight to Go On Board after the Date:-

Furnishings for cabins ... ..

1.5 tons.



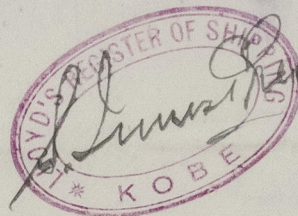


#### 4. Light Displacement and Draught:-

Displacement on Dec. 18th, 1923 corrected for the trim, sagging and density of sea water	...	...	...	...	4,596.4 tons.
Weight to come out of ship	...	...	...	...	857.1 "
Weight to go on board after the date	...	...	...	...	1.5 "
Equipped weight	...	...	...	...	3,740.8 tons.
Boiler water	...	...	...	...	89.4 "
Light displacement	...	...	...	...	3,830.2 tons.
Corresponding draught	...	...	...	...	8'-10 $\frac{1}{2}$ ".

#### 5. Deadweight Carrying Capacity:-

Displacement at 28'-5.0" draught (Summer load draught)	...	13,641.0 tons. ✓
Light displacement	...	3,830.2 "
Deadweight Carrying Capacity	...	9,810.8 tons.



Checked by Hydrostatic Curves

7/1/24

*[Signature]*





Referred to the Chief Ship Surveyor.

RAM

19 FEB 1924

For Mr. Boxall of  
Mr. Mayne  
to hold.



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