

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.Port of Survey Kobe
Date of Survey when building 1920
Name of Surveyor A. WattKawasaki Dockyard Co. No. 502

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"PACIFIC MARU"	Kobe Japanese	26831	5873.	1920	100A1 AWNING DECK contemplated

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	385'-0	51'-0	25'-6	4195.11
Length on LOADLINE	384.6	Frame Depth 9 Rule " 6 $\frac{3 \times 2}{12} = .50$	Ceiling fitted Sheer + .88	Peak Tanks Included
CORRECTED DIMENSIONS.	384.6	50.50	26.48	4195.11

Co-efficient of fineness81
Any modification necessary [Para. 4 (a) to (e)] } .02 D.B.
Co-efficient as corrected79

Allowance for strength in excess of Lloyd's rules = 24"

State particulars

Three steel decks
Topside plating increased in thickness
Deep hull angle framing
& webs in tween decks

Gradual Mean = 80.00
Standard = 48.46
36 31.54
88

Sheer at Stem 110' Mean at length from Stem 61' Mean
Sternpost... 50' " " Sternpost... 27' 44.0
Drop in Sheer abaft amidships..... 0

OUND OF AWNING
Spar-deck Beam..... 12 3/4"
" Main-deck " 12 3/4"

	Length	x	Height.	State if open or closed at ends.
recastle		x		
idge		x		
op		x		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck :-

19. 4. 21	Fresh Water Line	above	centre of Disc
	Indian Summer Line	"	"	"	"	"	"	"	"
	Winter Line	below	"	"	"	"	"	"	"
	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.

Do all the Frames extend to the top Height in the Spar deck? ☒ Awning deck? ☒ yes

Do all the Frames extend to the top height in the Poop? ☒ Bridge House? ☒ Forecastle? ☒

To what height do the Reverse Frames extend? *Main B.A. frames to 2nd upper deck alternately + intern. frames to Awning deck.*

Has the Poop an efficient Iron Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

Is the Poop connected with the Bridge House? ☒ Has the Bridge House an efficient Bulkhead at the fore end? ☒

Give particulars of the means for closing the openings in Bulkhead ☒

What is the thickness of the Bridge Front plating? ☒ and Coaming plate? ☒

Give scantlings and spacing of the Stiffeners ☒

Are bracket plates fitted at each end of the Stiffeners? ☒ Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? ☒

Has the Bridge House an efficient Iron Bulkhead at the after end? ☒

How are the openings closed? ☒

Is the Forecastle at least as high as the main or top-gallant rail? ☒ Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? ☒

Are the Engine and Boiler openings covered by a Bridge, Poop, *Steel deck houses on Awning deck.* 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? ☒

Give thickness of plating; scantlings and spacing of Stiffeners ☒

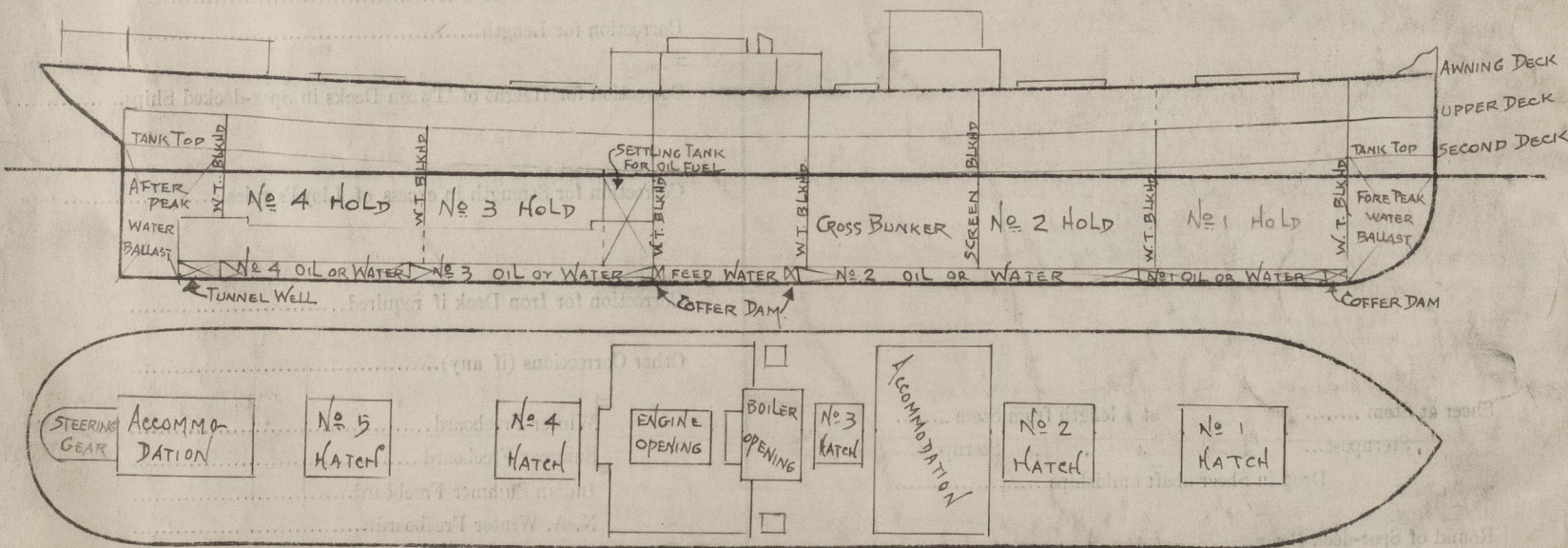
What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? ☒

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:— ☒

Position and Size.	No 1 27'-7½" x 18'-0"		No 2 31'-10½" x 18'-0"		No 3 12'-9" x 16'-0"		No 4 31'-10½" x 18'-0"		No 5 27'-7½" x 18'-0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	24	24							
	Sides	44	44	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
	Ends	44	44							
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	6	6	3	3	6	5	5
	Section and Scantlings	4" x 3" x 44	4" x 3" x 44	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1	Same as No. 1
	Material	Steel 4" x 3" x 44 + 8" x 35 6" flange	4" x 3" x 44 14" x 34							
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness		3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks	all coamings stiffened by horizontal bulb angles.									

* 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.)



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 *The freeboard recommended and marked is the same as assigned to the sister ship "Argonne" (Kobe Rpt. No. 1941) London letter February 18th 1916. Assignment letter March 13th 1916.*

Verification form is enclosed.

Owners *The Kawasaki Dockyard Co. Ltd.*

Address *Kobe*

See *Gen 140.*

Received by me *4th Dec 1920*

AWatt



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