

Lloyd's Register of Shipping.

# SURVEYS FOR FREEBOARD.

Rpt. N° 3077.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~SPRUE~~ OR  
AWNING DECKS.

Port of Survey Kobe  
Date of Survey Building 1920  
Name of Surveyor A. Watt

Kawasaki Dockyard Co. No. 504	Part of Registry
-------------------------------	------------------

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"ATLANTIC MARU"	Kobe Japanese	26857	5872.89	1920-12	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 fineness ..... .81 ✓  
Any modification necessary }  
[Para. 4 (a) to (e)\*] } .02 DB  
Co-efficient as corrected ..... .79 ✓

Moulded Depth as measured ..... 28'-0" ..... Main Deck.  
 " " " ..... 36'-0" ..... Sparer Awning Deck.

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.....	384.6
Length in Table .....	336.0
Difference.....	48.6

Correction for 10ft..... 1.4 .7  
 × Difference ÷ 10 = 6.8 3.4  
 + 3½"

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

State particulars—

Three steel decks

Topside plating increased in thickness

Deep bulb angle framing  
 & webbs in lineen decks

Height of 'Tween Decks..... 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 .....	3' - 8 $\frac{1}{4}$ "
Correction for Length.....	+ 3 $\frac{1}{2}$ "
	<u>3' - 11<math>\frac{3}{4}</math>"</u>
Correction for Height of 'Tween Decks in Spar-decked Ships.....	

Correction for Strength in excess of Lloyd's rules.  $\frac{1.3448 \times 2' - 0''}{1' - 11\frac{3}{4}''}$

Correction for Iron Deck if required.....  $3\frac{1}{2}''$

Other Corrections (if any) *measured from burning Deck.*  $8' - 0''$

Sheer at Stem .....	110	at $\frac{1}{2}$ length from Stem .....	61
Sternpost...	50	" " " Sternpost...	27
Drop in Sheer abaft amidships.....		✓	

Round of <sup>4" ING</sup> Spar-deck Beam.....  $12\frac{3}{4}"$  ✓  
 " " Main-deck " .....  $12\frac{3}{4}"$  ✓

	Length	×	Height.	State if open or closed at ends.
Forecastle .....		×		
Bridge .....		×		
Poop .....		×		

Winter Freeboard.....	9' - 8 1/4"
Summer Freeboard.....	9' - 1 3/4"
Indian Summer Freeboard.....	8' - 7 1/4"
N. A. Winter Freeboard.....	✓

Correction necessary because clearside amidships measured  
in accordance with the Statute is not taken at inter- } + 1 3/4"  
section of the ~~wood~~ or iron deck with side

Winter Freeboard from Deck Line .....	9' - 10"
Summer " " .....	9' - 3½"
Indian Summer " " .....	8' - 9"
N.A. Winter " " .....	

N.A. Winter " " " .....  
 (Iron) Deck:— 9' - 3½"

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

[illegible]

**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 2<sup>nd</sup> upper deck alternately + interm 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, or enclosed by a Strong Iron or Steel Deckhouse? Steel deck houses on Awning Deck

If the openings are not so protected are the exposed parts of the Casings efficiently constructed? ☒

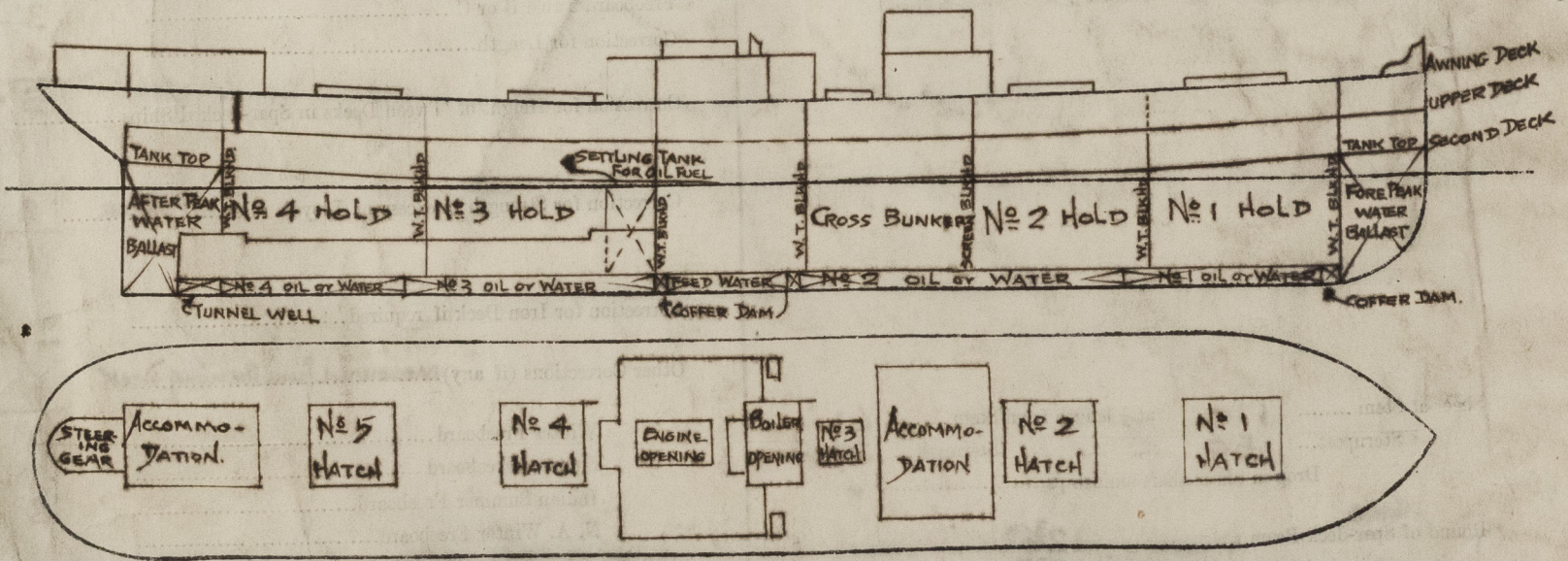
Give thickness of plating; scantlings and spacing of Stiffeners ☒

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'-7 1/2" x 18'-0"		No. 2 31'-10 1/2" x 18'-0"		No. 3 12'-9" x 16'-0"		No. 4 31'-10 1/2" x 18'-0"		No. 5 27'-7 1/2" x 18'-0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	24	24	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Thickness {			Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Side.....	44	44								
	Ends.....	44	44								
WEATHER DECK WEB PLATES.	Number .....	5	5	6	6	3	3	6	6	5	5
	Section and Scantlings .....	4"x3"x44	4"x3"x44	Same as No. 1		3 1/2"x3"x42	3 1/2"x3"x42	Same as No. 1		Same as No. 1	
	Material .....	steel 1/8"x.35 6" flange	14"x.34			1/8"x.34 6" flange	12"x.32				
* FORE AND AFTERS.	Number .....										
	Section and Scantlings .....										
	Material .....										
HATCHES Thickness .....		3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks .....	all coamings stiffened by horizontal bulk 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 18<sup>th</sup> 1916. Assignment letter March 13<sup>th</sup> 1916.  
Verification form is enclosed.

Owners The Kawasaki Dockyard Co., Ltd.

Address Kobe

Fee £140.-

Received by me 28/12/20 aw



© 2021

Lloyd's Register Foundation