

DISCLOSED SECTION 25059 2884

Index No. (For London Office only.)

# Lloyd's Register of Shipping

## SURVEYS FOR FREEBOARD.

With Statutory Rpt No 2572

B.T. COPY WRITTEN.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

*Kawasan: Steep No 452*

Port of Survey *Kobe*  
Date of Survey *June 1919*  
Name of Surveyor *M. Jones & A. Wate*

Ship's Name. <i>Brasil Maru.</i>	Port of Registry and Nationality. <i>Kobe Japanese</i>	Official Number. <i>25457</i>	Gross Tonnage. <i>5860</i>	Date of Build. <i>1919</i>	Particulars of Classification. <i>+100 A1. Awning Deck recommended.</i>
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Registered dimensions from Ship's Register.	LENGTH. <i>385.0</i>	BREADTH. <i>51.0</i> <i>51.2.00.</i>	DEPTH. <i>25.6</i>	UNDER DECK Tonnage. <i>4200</i>
Length on LOADLINE	<i>384.6</i>	Frame Depth Rule <i>9/6</i> <i>3</i> <i>-.5</i>	Ceiling + <i>.20</i> Sheer + <i>.88</i> <i>level tank</i>	Peak Tanks
CORRECTED DIMENSIONS.	<i>384.6</i>	<i>50.87</i>	<i>26.68</i>	<i>4200</i>

Moulded Depth as measured ..... *28.0* ..... Main Deck.  
" " " ..... *36.0* ..... Spar or Awning Deck.

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

Co-efficient of fineness ..... *.81* ✓  
Any modification necessary [Para. 4 (a) to (e)\*] } *.02* *SD*  
Co-efficient as corrected ..... *.79* ✓

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* *3.4* *+ 3 1/2*

Allowance for strength in excess of Lloyd's rules = *2-0*

State particulars—

*Keel built angle framing strengthened knees three complete shell 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 1/4"* ✓  
Correction for Length..... *+ 3 1/2"*  
Correction for Height of 'Tween Decks in Spar-decked Ships..... *3' 11 3/4"* ✓  
*8-0*  
*11-11 3/4"*

Correction for Strength in excess of Lloyd's rules..... *sheer - 2' 0"*  
*9' 11 3/4"*

Correction for Iron Deck if required..... *- 3 1/2"*  
*9' 8 1/2"*

Other Corrections (if any)..... *Iron Awning Deck - 8' 0"*  
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 intersection of the wood or iron deck with side } *+ 1 3/4"*

Winter Freeboard from Deck Line ..... *9' 10"*  
Summer " " " ..... *9' 3 1/2"*  
Indian Summer " " " ..... *8' 9"*  
N. A. Winter " " " .....

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

<i>26.9.19</i>	Fresh Water Line	above centre of Disc	.....	<i>9' 3 1/2"</i>
	Indian Summer Line	" " "	.....	<i>7 1/2"</i>
	Winter Line	below " " "	.....	<i>6 1/2"</i>
	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.

MARKING FORM RECEIVED 9 MAY 1933

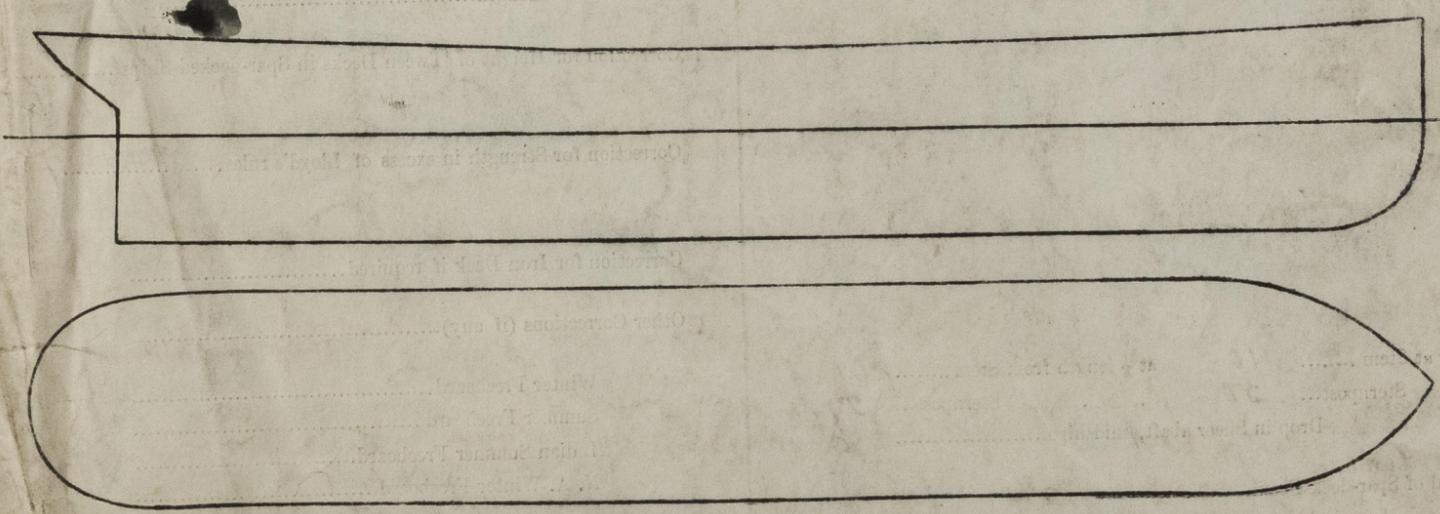
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Do all the Frames extend to the top Height in the Spar deck? Awning deck? Yes  
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?  
 To what height do the Reverse Frames extend? Main frame (B.A) to 2nd & up 1/2 R. alt. & uppermost frame carried up 1/2 height  
 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 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. <u>27'-7 1/2" x 18'-0"</u>		No. 2. <u>31'-10 1/2" x 18'-0"</u>		No. 3. <u>12'-9" x 16'-0"</u>		No. 4. <u>31'-10 1/2" x 18'-0"</u>		No. 5. <u>27'-7 1/2" x 18'-0"</u>	
	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.	Same as No. 1.	Same as No. 1.	Same as No. 1.	Same as No. 1.
COAMING. Thickness	Sides.....	.44	Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
	Ends.....	.44	Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
SHEETING BEAMS OR WEB PLATES.	Number.....	5	6.	6.	2.	2.	6.	6.	5.	5.
	Section and Scantlings.....	18 x 36	Same as No. 1.		16 x 32	12 x 32	Same as No. 1.		Same as No. 1.	
	Material.....	Top 2A. 4. 3. 44 Bot 6" flange	Same as No. 1.		2A. 3 1/2. 3 1/2. 42 6" flange	3 1/2. 3. 42	Same as No. 1.		Same as No. 1.	
* FORE AND AFTERS.	Number.....									
	Section and Scantlings.....									
	Material.....									
HATCHES Thickness.....	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks.....	B.A. hot. shipplint on each Coaming as approved.									

\* 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 1st Entry Report is forwarded.  
The foreboard recommended is as assigned to the sister vessel  
Argonne (Robt Rpt No 1941) Assignment letter 13 March 1917.  
The fwd. has been marked on the model & a Modification report is enclosed.

Owners Kawasaki Steam Ship Co  
 Address Kobe

Fee Yen 140 : Received by me M.A. 24/1/19

