

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Rpt No 2983

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING AWNING DECKS.

 Port of Survey Kobe
 Date of Survey when building 1920
 Name of Surveyor A. Watt
Kawasaki Dockyard Co. No. 501

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"OREGON MARU"	Kobe Japanese	26823	5872.89	1920	100A1 AWNING DECK Contemplated

• Number in Register Book

Registered dimensions from Ship's Register	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	385.0	51.0 <i>51.2 24</i>	25.6	4195.11
Length on LOADLINE	384.6	Frame Depth 9 Rule " 6 <i>Ceiling 33</i>	Ceiling + .20 Sheer + .88	Peak Tanks <i>Included</i>
CORRECTED DIMENSIONS.	384.6	50.67	26.68	4195.11

Co-efficient of fineness

.81

Any modification necessary

[Para. 4 (a) to (e)]

.02 D.B.

Co-efficient as corrected

.79

Allowance for strength in excess of Lloyd's rules =

24

State particulars—

*3 Steel decks strengthened to plates
Deep hull angle framing
& webs in tween decks*

 Sheer at Stem 110 ✓ at 1/2 length from Stem 61 ✓
 Sternpost... 50 ✓ " " Sternpost... 27 ✓
 Drop in Sheer abaft amidships..... 0

 Round of ~~Spar~~ Main-deck Beam..... 12 3/4 ✓
 " " Main-deck " 12 3/4 ✓

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

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

	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 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 to the upper deck, 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.

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.....

× Difference ÷ 10 =

 1.4
 6.8
 3.4
 3 1/2 ✓

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"

3' - 11 1/4"

Correction for Height of 'Tween Decks in Spar-decked Ships.....

Correction for Strength in excess of Lloyd's rules. ~~and~~

Correction for Iron Deck if required.....

Other Corrections (if any) measured from ~~Awning~~

Winter Freeboard.....

Summer Freeboard.....

Indian Summer Freeboard.....

N.A. Winter Freeboard.....

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

Winter Freeboard from Deck Line

Summer " " "

Indian Summer " " "

N.A. Winter " " "

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 D^{ck} alternately. Intermediate frames to Awning D^{ck}.

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 ☒

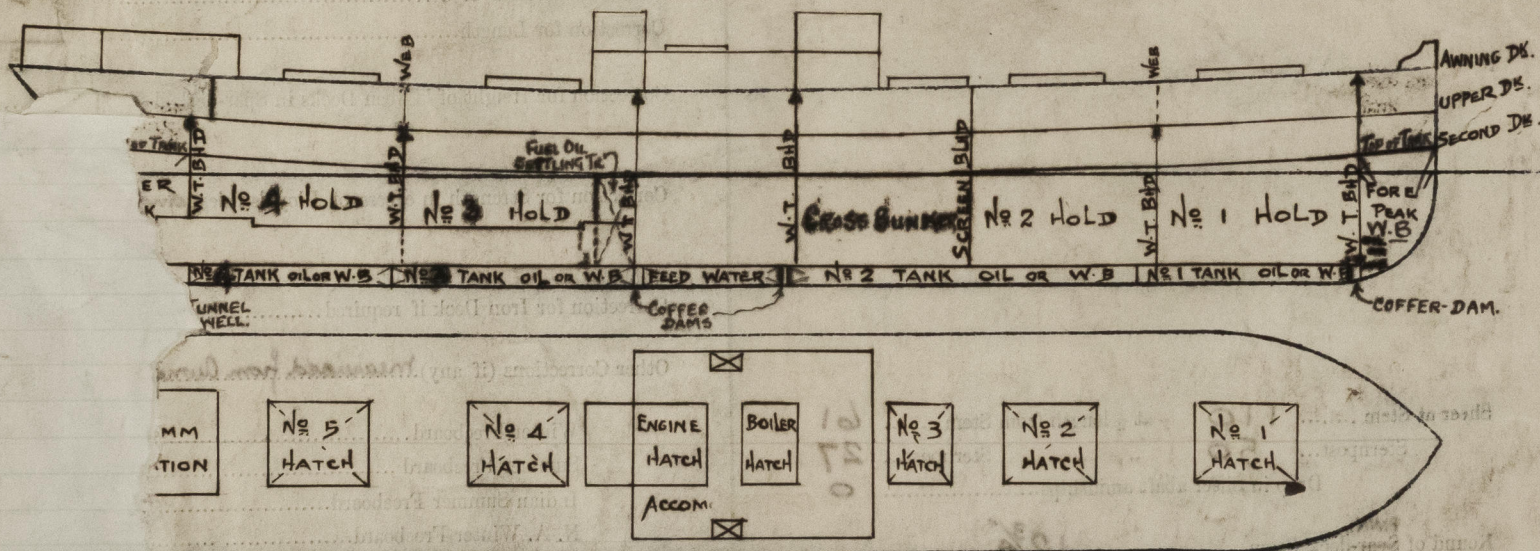
What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? ☒

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:— Yes

Position and Size.		No 1 27'-7½" x 18'-0"		No 2 31'-10½" x 18'-0"		No 3 19'-1½" 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	
	Ends	44	44	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
SCAFFOLDING WEB PLATES	Number	5	5	6	6	3	3	6	6	5	5
	Section and Scantlings	4x3x44	4x3x44	Same as No. 1		3½x3x42	3½x3x42	Same as No. 1		Same as No. 1	
	Material	Steel	Steel	Same as No. 1		16"x34"	12"x32"	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		All coamings stiffened by horizontal built 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.

atures in the construction of the Vessel. The Freeboard recommended and marked is assigned to the sister ship "Argonne" (Kobe rept. No. 1941) dated 18th 1916. Assignment letter March 13th 1916. Information form is enclosed.

Kobe Dockyard Co. Ltd.
Kobe

Received by me

awatt



© 2021

Lloyd's Register
Foundation