

# 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 June 1919  
Name of Surveyor A. Watt

Kawasaki Yard No. 460

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Naples Maru</u>	<u>Kobe Japanese</u>	<u>25473</u>	<u>5869</u>	<u>1919</u>	<u>100A1. Awning deck recommended.</u>

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>385.0</u>	<u>51.0</u>	<u>25.6</u>	<u>4200</u>
Length on LOADLINE	<u>384.6</u>	Frame Depth <u>9</u> Rule <u>6</u> <u>3</u>	Ceiling <u>+20</u> Sheer <u>+88</u>	Peak Tanks
CORRECTED DIMENSIONS.	<u>384.6</u>	<u>50.8</u>	<u>26.68</u>	<u>4200</u>

Moulded Depth as measured 28' : 0" Main Deck.  
" " " 36' : 0" Spar 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 C.D.B.  
Co-efficient as corrected .79

### CORRECTION FOR LENGTH:—

Length of Ship on Load Line 384.6  
Length in Table 336.9  
Difference 47.7  
Correction for 10ft. 1.1  
× Difference ÷ 10 = 6.8  
3.4 3.4 + 3.4

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

State particulars—

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 1/2"  
Correction for Length + 3 1/2"  
3 - 11 3/4"  
Correction for Height of 'Tween Decks in Spar-decked Ships

Correction for Strength in excess of Lloyd's rules + Sheer - 2 : 0"  
1 - 11 3/4"

Correction for Iron Deck if required - 3 1/2"  
Other Corrections (if any) Height awning from dks + 8 : 0"  
+ 8 : 0"

Winter Freeboard 9' : 8 1/2"  
Summer Freeboard 9' : 1 3/4"  
Indian Summer Freeboard 8' : 4 1/2"  
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

Sheer at Stem 110 at 1/4 length from Stem 61  
Sternpost 50 " " " Sternpost 24  
Drop in Sheer abaft amidships 0

Round of Spar-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, Wood (Iron) Deck:—

<u>30.9.19</u>	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.

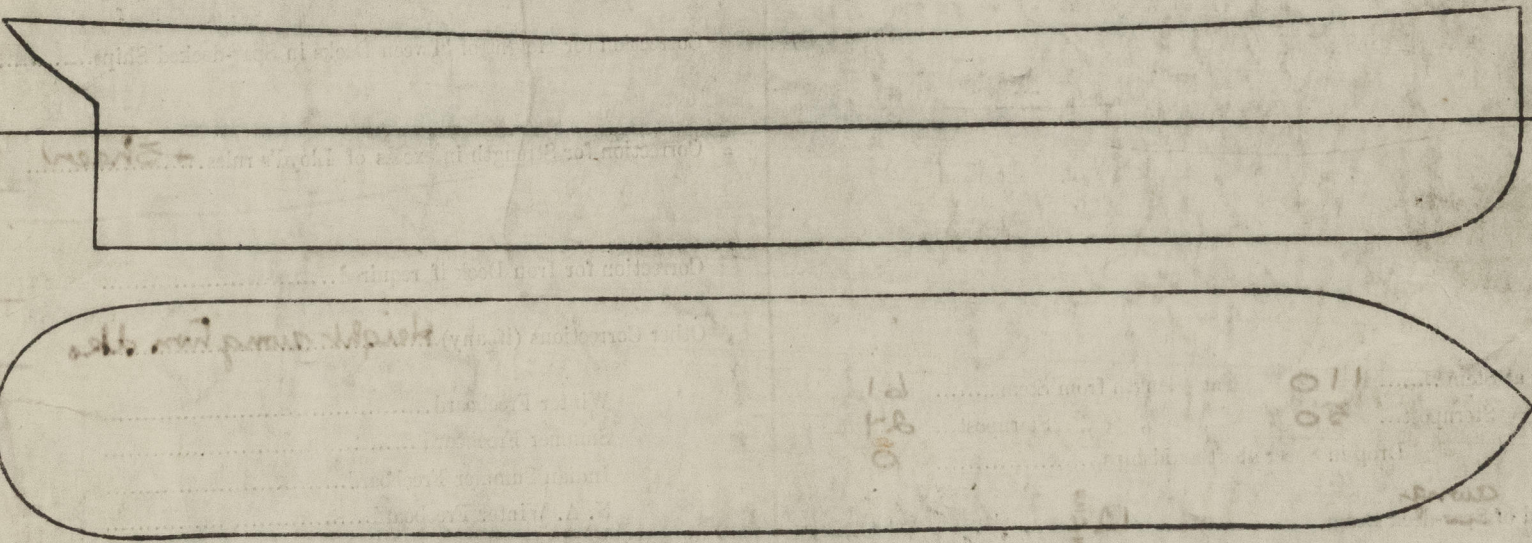


Do all the Frames extend to the top Height in the Spar deck? ☒ Awning deck? Yes.  
 Do all the Frames extend to the top height in the Poop? ☒ Bridge House? ☒ Forecastle? ☒  
 To what height do the Reverse Frames extend? Main B.A. frames to 2<sup>nd</sup> + upr. dks all + interned. frames to awning dk.  
 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. 24' 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	2 1/4	2 1/4								
	Sides	1 1/4	1 1/4	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Ends	1 1/4	1 1/4	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	6	6	2	2	6	6	5	5
	Section and Scantlings	18 x 36	14 x 34	18 x 36	14 x 34	16 x 32	12 x 32	Same as No. 1		Same as No. 1	
	Material	2A 1/2 x 3/4 + 6" flange	1 x 3 x 1/4	2A 1/2 x 3/4 + 6" flange	1 x 3 x 1/4	2A 3/2 x 3/4 + 6" flange	3/2 x 3 x 1/4	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 hor. 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.

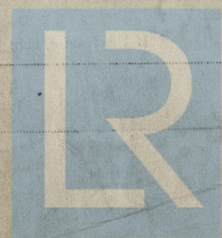
State any special features in the construction of the Vessel The First Entry Report is forwarded.  
The freeboard recommended & marked is the same as assigned to the sister vessels "Argonne" (Kobe Rpt. 1911) London letter 18<sup>th</sup> Febr. 1916. and Assignment Letter 13<sup>th</sup> Mar 1916. Verification Form is enclosed.

Owners The Kawasaki Kisen Kaishiki Kaisha

Address Kobe

Fee Yen 140.-

Received by me ADW.  
23 July 19.



© 2020

Lloyd's Register Foundation