

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

PARTICULARS RELATING TO ALL STEAM SHIPS ~~EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS, CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.~~

Port of Survey *Nagasaki*
Date of Survey *6th Nov. 1919.*
Name of Surveyor *R. Crawford.*

Ship's Name. "MURORAN MARU" YARD No 279. Number in Register Book		Port of Registry and Nationality. <i>Yokohama</i> <i>Japanese</i>	Official Number.	Gross Tonnage. <i>5336.64</i>	Date of Build. <i>1919.</i>	Particulars of Classification. <i>+100 A.1 contemplated.</i>
----------------------------------------------------------------------------------	--	-------------------------------------------------------------------------	------------------	----------------------------------	--------------------------------	-----------------------------------------------------------------

Registered dimensions from Ship's Register.	LENGTH. <i>400.0</i>	BREADTH. <i>54.5</i>	DEPTH. <i>30.0</i>	UNDER DECK TONNAGE. <i>4825.69</i>
Length on	<i>399.2</i>	Frame Depth Rule <i>10</i> <i>6</i> <i>4</i> <i>— .67</i>	Ceiling <i>fitted</i> Sheer <i>+1.41</i> <i>27.44</i> <i>3" drop in tank</i> <i>= +.12</i>	Peak Tanks } <i>incl Ruy</i>
	<i>399.2</i>	<i>54.05</i>	<i>28.97</i>	<i>4825.69</i>

of fineness..... *.77*
ation necessary } *.6083*
(a) to (e)]*
as corrected *.75*

am..... *134.5*
ernpost ... *62.0* $199.5 \div 2 = 99.75$ Mean $\frac{100.9 + 49.92}{2} = 75.41$

of the length from { Stem *80.5*
Sternpost *30.5* } $111 \div 2 = 55.5$ Mean $\div .55 = 100.9$

ean Sheer ... *allowed* *100.32*
ean Sheer [Table, Para. 18] *49.92* Correction
Difference..... *50.4* $\div 4 =$
d as Para. 18 (f)..... *-12.5*

Sheer { At front of bridge house..... ☒
ships {
(e)] { At after end of forecastle ☒

Sheer { ☒
(d) { ☒ $\div 2 =$
covered Correction

ALLOWANCE FOR DECK ERECTIONS :—
Table C..... *4-3 1/2*
for Length, if required (Para. 12, 13, and 14) *+ 3 1/2*
4-6 3/4
by Table A. corrected for sheer, and for length, }
if required (Para. 12, 13, and 14) } *6-10 1/2*
2-3 3/4
as below..... *32.5%*
9.02

for R. Q. Dk. if engine and boiler openings not }
ed by bridge house (Para. 11) }
for Deck Erections *-9*

Length.	Length allowed.	Height.
<i>42.5</i>	<i>42.5</i>	<i>7.75</i>
<i>121.0</i>	<i>121.0</i>	<i>17.75</i>
<i>38.75</i>	<i>38.75</i>	<i>"</i>
Total	<i>202.25</i>	
of Ship	<i>399.2</i>	<i>= .5066</i>
onding percentage {	<i>32.5%</i>	
(para. 11, 12, 13, or 14)		

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

Fresh Water Line above centre of Disc ...
Indian Summer Line " " " " ...
Winter Line below " " " " ...
Winter North Atlantic Line " " " " ...

* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.
§ In flush-decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and stern-post.

† State dimensions of freeing port area on back of this form.

‡ The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.

Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *yes* Bridge House? *yes* Forecastle? *yes*
 To what height do the Reverse Frames extend? *none, Channel frames fitted.*
 Has the Poop ~~Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? *yes*
 Give particulars of the means for closing the openings in Bulkhead *wood boards full height in riveted channels.*
 Is the Poop ~~Raised Quarter Deck~~ connected with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes.*
 Give particulars of the means for closing the openings in Bulkhead *Hinged steel W.T. doors.*
 What is the thickness of the Bridge Front plating? *40"* and Coaming plate? *44"*
 Give scantlings and spacing of the Stiffeners *9" x 3 1/2" x .54 B.A. spaced 30" apart.*
 Are bracket plates fitted at each end of the Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*
 Has the Bridge House an efficient Iron Bulkhead at the after end? *yes*
 How are the openings closed? *wood boards full height in riveted channels.*
 Is the Forecastle at least as high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron ~~or Wood~~ Bulk'd. at after end? *yes*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Bridge*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *yes*
 Give thickness of plating; scantlings and spacing of Stiffeners *yes*
 What is the height of the exposed Casings? *yes* Are suitable means provided for closing all openings in them in bad weather? *yes*

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. 101 27' x 18'	No. 104 30'-3" x 18'-0"	No. 103 15'-9" x 16' on Bridge	No. 105 27'-0" x 18'	No. 6 11'-0" x 16' on Poop.	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	24"		24"		18"	
	Thickness	Sides.....	.44	.50"	.44	.44	.44
		Ends.....	.44	.44"	.44	.44	.44
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	2	5	1	
	Section and Scantlings	15"-7½" x 35"	16¼"-8¼" x 36"	11'-6" x 30"	15"-7½" x 36"	11½'-6" x 32"	
	Material	Angles 4 x 3 x .44	Angles 4 x 3 x .44	3½" x 3 x .42"	4 x 3 x .44	3½" x 3 x .42"	
* FORE AND AFTERS.	Number						
	Section and Scantlings						
	Material						
HATCHES Thickness							
Remarks.....							

* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.

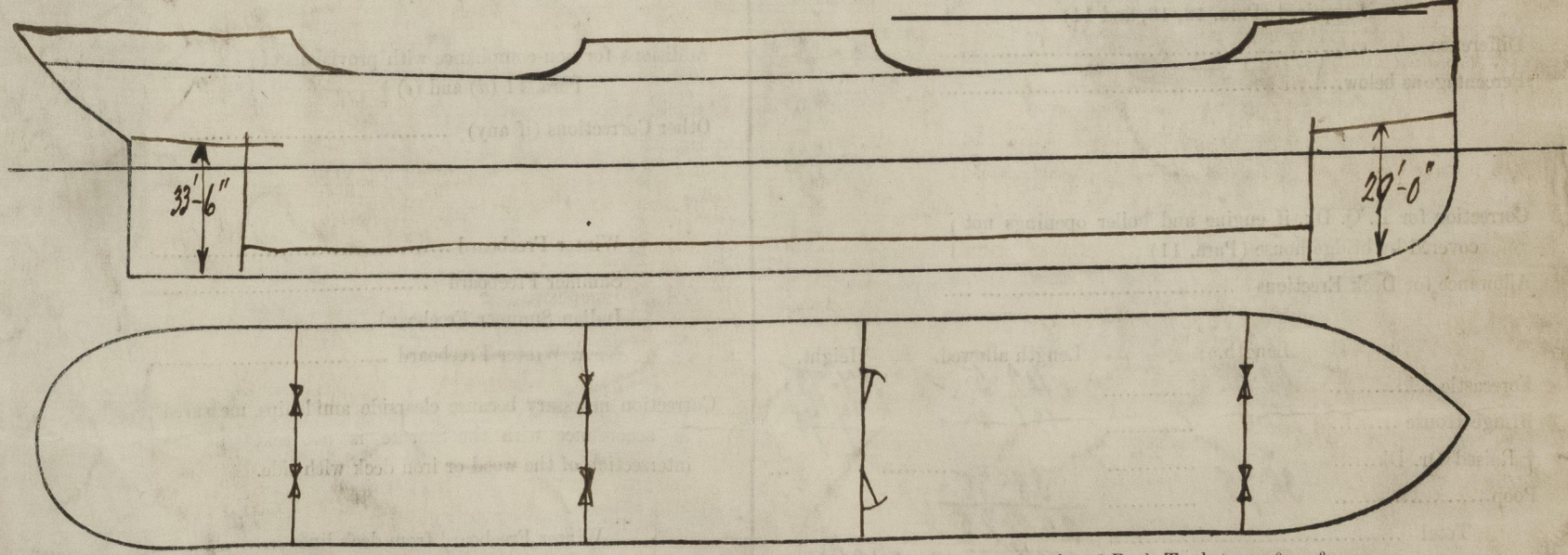
* The depth of Fore and Afters should be stated from the underside of the hatches in all cases.
 (If the sill of the lowest side scuttle will be less than 6 inches above the Indian Summer Load Line if assigned under the tables, state vertical distance from top of deck at side amidships to lower edge of lowest side scuttle.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? _____ Strake between Main and Bridge Sheerstrakes? _____

Delete the words { The Crew are, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.
 Length of Bulwarks in well _____
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = _____ Sq. ft.

	Ft.	Tenths.		Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) =	51.0'	Sq. ft.
<i>all</i>	3	75	x	1.66	x	4			
<i>for</i>	3	75	x	1.66	x	4			

 Total deficiency or excess = _____ Sq. ft.



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 *none, sister vessel to S.S. Kohran Maru Report N° 1211 & S.S. Kaian Maru, Report N° 1227.*
Signed request form enclosed.
 Owners *Nippon Yusen Kaisha,*
 Address *Tokio, Japan*
 Fee £ *Yes: 140.00*
 Received by me *27th Nov. 19.*