

Ship name 28093  
Baltimore Maru  
30054

DISCHARGED SECT  
Index No. 30138  
(For London Office only)

# Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

No. 3215  
Rpt No. 3215

B.T. COPY WRITTEN

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

Port of Survey Kobe  
Date of Survey While Building 1921  
Name of Surveyor A Watt

Kawasaki Dockyard Co. Yard No. 477.

Ship's Name. <b>VENICE MARU.</b>	Port of Registry and Nationality. <b>KOBE JAPANESE</b>	Official Number. <b>28027</b>	Gross Tonnage. <b>6578</b>	Date of Build. <b>1921</b>	Particulars of Classification. <b>100A1 AWNING DECK Recommended.</b>
Number in Register Book					

Registered dimensions from Ship's Register. <b>405</b>	LENGTH. <b>404.64</b>	BREADTH. overall <b>53</b> 53.21	DEPTH. <b>34.48</b> 26.48	UNDER DECK Tonnage. <b>4620</b>
Length on LOADLINE	Frame Depth $\frac{96}{100}$ Rule " $\frac{87}{100}$ $= 58$ $- .42$	Ceiling $\frac{20}{100}$ Sheer $\frac{72}{100}$ $= 58$ $- .42$	Peak Tanks	
CORRECTED DIMENSIONS.	<b>404.64</b>	<b>52.63</b>	<b>27.13</b>	<b>4620</b>

Moulded Depth as measured ..... **29'-0"** Main Deck.  
" " " " ..... **39'-37'-0"** Awning Deck.

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

Co-efficient of fineness ..... **.80**  
Any modification necessary [Para. 4 (a) to (e)] } **.02** ~~Block coeff at 28 ft.~~  
Co-efficient as corrected ..... **.78** ~~Block coeff = .782~~

CORRECTION FOR LENGTH:—  
Length of Ship on Load Line... **404.64**  
Length in Table ..... **348.00**  
Difference ..... **56.64**  
Correction for 10ft. .... **+1.5**  
× Difference ÷ 10 = **8.5**  
Table A **0.7**  
Table C **3.95**  
Say **4"**

Allowance for strength in excess of Lloyd's rules = **26 1/2" 2'-9 1/2" head**  
State particulars: **on London assignment dated 30 June 1920.**

Strengthened topsides, 3 Steel Decks except in Engine Room; Deck Bulkheads framing of webs in Awning tween decks.

Sheer at Stem  $\frac{96}{100}$  }  $1602 \div 2 = 804$  mean  
Sternpost  $\frac{64}{100}$  }

Sheer at 1/8 L Stem  $\frac{50}{100}$  }  $112 \div 2 = 56$  mean  
Sternpost  $\frac{56}{100}$  }

Gradual mean Sheer Standard over 1/8 of 100, is max  $354 = \frac{56}{4} = 14$   
max allowable  $= \frac{20.6}{4} = 5.15$   
 $42 \div 55 = 76.36$   
 $50.46$   
 $36 \div 25.90 = 72$

Sheer at Stem .....  $\frac{96}{100}$  at length from Stem .....  $\frac{50}{100}$   
Sternpost...  $\frac{64}{100}$  " " " Sternpost...  $\frac{56}{100}$   
Drop in Sheer abaft amidships.....

Round of Upper Deck Beam..... normal  
" " Main-deck " .....  $13/4$

Forecastle.....	Length × Height.	State if open or closed at ends.
Bridge.....	<b>32.68 × 6.25</b>	
Boop.....		

To be fitted with channel Bars for shifting boards

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

Fresh Water Line	above centre of Disc	23.8
Indian Summer Line	" " "	8.21
Winter Line	below " " "	
Winter North Atlantic Line	" " "	

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 ..... **Table C** **4'-0"**  
Correction for Length..... **+4"**  
Correction for Height of 'Tween Decks in Spar-decked Ships..... **8'-0"**  
**12'-4"**

Correction for Strength in excess of Lloyd's rules..... **-2'-9 1/2" 1/2**  
**9'-6 1/2"**  
**10'-1 1/2"**

Correction for Iron Deck if required..... **-3 1/2"**  
**9'-10"**

Other Corrections (if any).....

Winter Freeboard..... **9'-10"**  
Summer Freeboard..... **8'-3 1/2"**  
Indian Summer Freeboard..... **8'-9"**  
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 1/4"**

Winter Freeboard from Deck Line..... **9'-11 1/2" 3/4"**  
Summer " " "..... **9'-5 1/4"**  
Indian Summer " " "..... **8'-10 3/4"**  
N. A. Winter " " "..... **9'-5"**  
**7'-6 1/2"**  
**6 1/2"**

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.

Copy by surveyor ✓ 24.8.21



Lloyd's Register  
FOUNDATION

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? yes

To what height do the Reverse Frames extend? Main B.A. frames to 2<sup>nd</sup> + Upper dks. altern. (in way of fore to up + fore dks altern.) with interm. frames to downing-forecastle dks.

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? 6'-3" high Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? for shifting boards

Are the Engine and Boiler openings covered by a Bridge, Poop, Steel deck houses on running 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

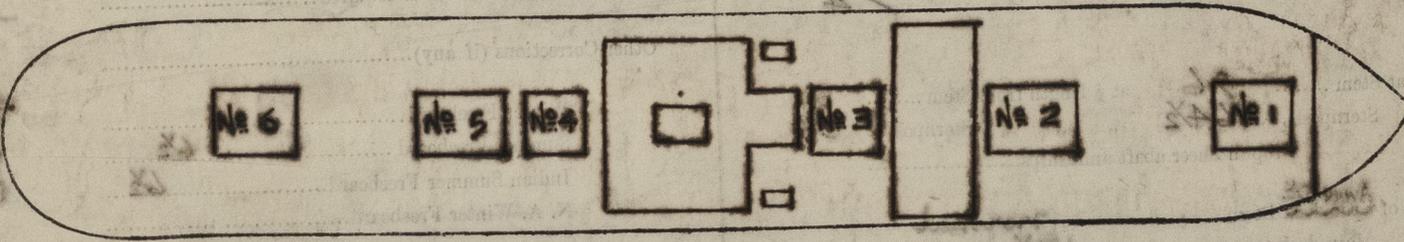
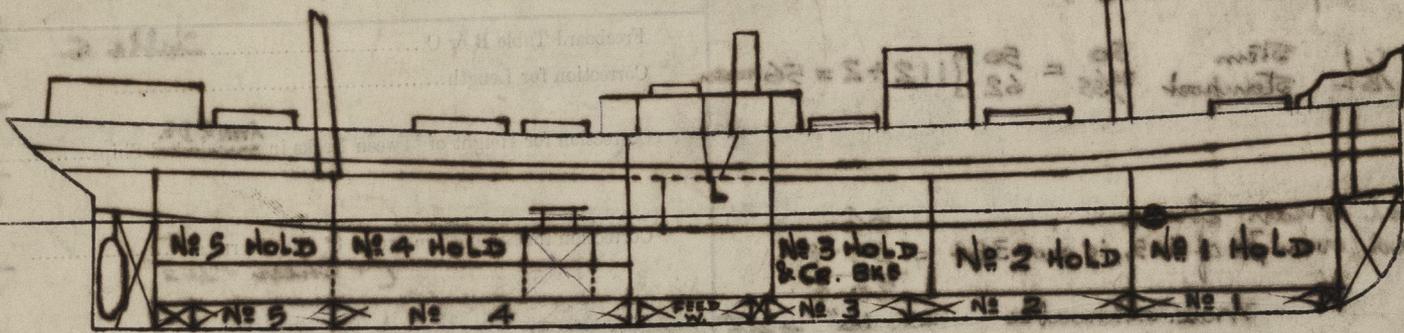
What is the height of the exposed Casings?  Are suitable means provided for closing all openings in them in bad weather?

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:— Clayes

Position and Size.	No 1 - No 6 - 26'-0" x 18'-0"		No 2 - No 5 - 30'-4" x 18'-0"		No 3 - No 4 - 21'-8" x 18'-0"		Ship.	Rule.	Ship.	Rule.
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.				
COAMING. Height above top of DECK										
	27	24	27	24	27	24				
Thickness	Sides									
	Ends	44		44		44				
SHIFTING BEAMS OR WEB PLATES.	Number	FIVE	FIVE	FIVE	FIVE	FOUR	FOUR			
	Section and Scantlings	4x3x44	4x3x44	4x3x44	4x3x44	4x3x44	4x3x44			
	Material	15x36	14x34	16x36	16x36	15x36	14x36			
* FORE AND AFTERS.	Number									
	Section and Scantlings	None	None	None	None	None	None			
	Material									
HATCHES Thickness	3" O.P.	2 1/2"	3" O.P.	2 1/2"	3" O.P.	2 1/2"				
Remarks	all coamings stiffened by horizontal 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 No.

The First Entry Report is now forwarded.  
The Freeboard recommended and which has been marked on, is as assigned in London letter dated 30<sup>th</sup> June 1920.  
A Verification Report Form is enclosed.

Owners Kawasaki Dockyard Co. Ltd.

Address Kobe

Fee ¥150

Received by me 13/7/21 Adalatt.



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