

Lloyd's Register of British & Foreign Shipping

SURVEYS FOR FREEBOARD. E. 5-AUG. 1919

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey Kobe
Date of Survey March-Apr 1919
Name of Surveyor A. Jones & A. Water

Kawasaki Dry Dock no 440 Delete words which do not apply.

Ship's Name. <u>Liverpool Maru</u>	Gross Tonnage. <u>5863</u>	Official Number.	Type of Ship. <u>Iron Deck</u>	Date of Build. <u>1919-4</u>	Particulars of Classification. <u>+100 At. Ironing Deck Recomended</u>
Number in Register Book					

Registered Length as shown by ship's register. 385.0 Breadth 51.0 Depth 25.6

Length on Loadline 384.6
Breadth 51.0 Depth 25.5

Moulded Depth as measured. To up' DR 28' 0"
Avn " 36' 0"

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

Depth 26.68
Correction for excess or deficiency of Gradual Sheer (Para. 3) ...
Pons und. Dk. 4200
Depth to be used 26.68 × 100

CORRECTION FOR LENGTH.

Length of Ship on Loadline	<u>384.6</u>
Length in Table	<u>336.0</u>
Difference	<u>48.6</u>
Correction for 10ft., Table A.	<u>1.4</u>
× Difference divided by 10	<u>6.8</u>
If 1/10ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12	<u>3.4</u>
Table C. (if required.)	<u>.7</u>
	<u>3.4</u>

Efficient of fineness .81
Any modification necessary [Para. 4 (a) to (e)*] -.02
Efficient as corrected .79

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered	
Thickness of usual wood deck, less stringer	<u>- 3 1/2</u>

Sheer at Stem 110 } 160 ÷ 2 = 80 ... Mean
at Sternpost 50
Sheer at 1/2 of the length from Stem 61 } 88 ÷ 2 = 44 ... Mean
at Sternpost 27
Gradual Sheer 80
Standard Sheer (Table, Para. 18) 48 1/2
Difference 31 1/2 ÷ 4 = -7 7/8 Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships	<u>50</u>
Round of Beam	<u>12 3/4</u>
Normal round	<u>12 1/2</u>
Difference	<u>1/4</u> ÷ 2 = <u>1/8</u>
Proportion of Deck uncovered (Para. 19)	

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Rise in Sheer from amidships
Para. 18 (e) { At front of bridge house
At after end of forecastle

ALLOWANCE FOR DECK ERECTIONS:— None

Freeboard, Table C.
Correction for Length, if required (Para. 12 and 13)
Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12 and 13)
Difference
Percentage as below

Freeboard, Table A	<u>3' 8 1/4"</u>
Correction for Sheer	<u>- 7 3/4"</u>
Correction for Length	<u>+ 3 1/2"</u>
Allowance for Deck Erections	
Correction for Round of Beam	
Correction for Iron Deck (if required)	<u>- 3 1/2"</u>
Additional Strength	<u>- 1' 4 1/4"</u>
Other corrections (if any)	<u>1' 8 1/4"</u>
Iron Deck height	<u>8' 0"</u>
Winter Freeboard	<u>9' 8 1/4"</u>
Summer Freeboard	<u>9' 1 3/4"</u>
Winter Freeboard	<u>9' 7 1/4"</u>
Summer Freeboard	<u>+ 1 3/4"</u>
Winter Freeboard from deck line §	<u>9' 10"</u>
Summer " " " "	<u>9' 3 1/2"</u>
N.A. Winter,, " " "	<u>8' 9"</u>

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11

Allowance for Deck Erections

Castle...	Length.	Length allowed.	Height.
Bridge House			
Raised Qr. Dk.			
Total			

Allowance for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11

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

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

Frames skin planking or ceiling are of unusual thickness the breadth of vessel to inside ceiling should be reported if possible. 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.

† State dimensions of freeing port area on back of this form.
§ Marked in accordance with Sec. 437, M. S. Act, 1894.

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DELETE WORDS WHICH DO NOT APPLY.

The Crew are, are not, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

Open rails

Area of freeing ports required by Para. 11 (e) each side of vessel

Sq. Ft.

Freeing Ports (each side of vessel)

Ft.	Tenths.	Ft.	Tenths.	No.	}	=	Sq. Ft.
	x		x				
	x		x				
	x		x				

Total deficiency = Sq. Ft.

Total excess = "

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop?
 Do. do. do. in the Raised Quarter Deck?
 Do. do. do. Bridge House?
 Do. do. do. Forecastle?

To what height do the Reverse Frames extend? *Main B.A. frames to 2nd & up? Sills. altern^{ly} & light frames up.*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or raised Quarter Deck connected with the Bridge House?

State whether the Bridge House efficiently covers the Engine and Boiler Openings

Has the Bridge House an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc.

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 Bulkhead at its after end?

Are the Hatchways efficiently constructed? *Yes* What is the thickness of the Hatches? *3"*

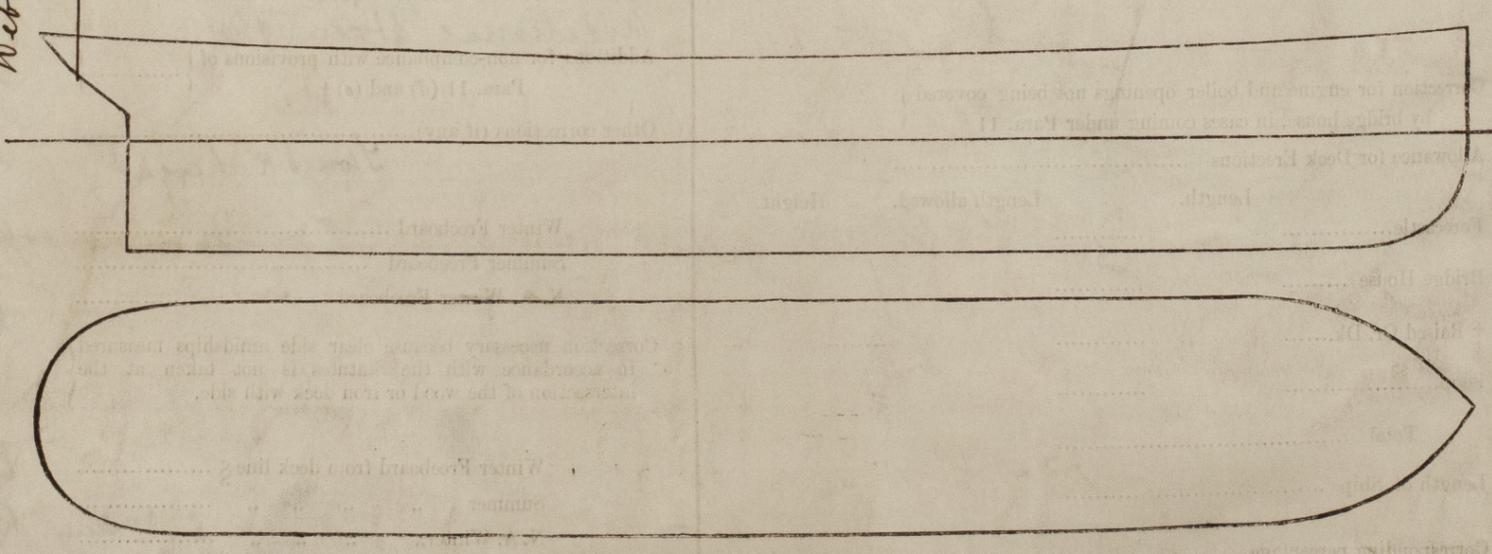
State the height of the Coamings in fore well? *24"* In after well

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *Yes*

State any special features in the construction of the Vessel *The 1st S. Rpt is now forwarded*

The fwd. recommended & which has been marked, is as assigned to the sister vessel "Argonne" (Low let. 18th Feb 1916) Rehe Rpt No 1941, Uo. etc.

No. 3.	13'-9" x 16'-0" wide	Same as No 2 & 4	2	16 x 32	12 x 32
No. 1 & 5	27'-7 1/2" x 18'-0" wide	Same as No 2 & 4	5	18 x 36	14 x 34
No. 2 & 4	31'-10 1/2" x 18'-0" wide	Same as No 2 & 4	6	18 x 36	14 x 34



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners *Kawasaki Risen Raisha*

Address *Kobe*

Fee *140⁰⁰*
 Fee applied for *17th May 1909*

Received by me *24/5/19*

