

Lloyd's Register of Shipping.
SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ~~DOWN~~ OR
AWNING DECKS.

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

Kawasaki Dockyard Co. No. 505

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
VICTORIA MARU	Kobe Japanese	26865	5872.89	1921	✠ 100A1 AWNING DECK contemplated.

tered ons from Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	385'-0"	51'-0"	25'-6"	4195.11
th on LINE	384.6	Frame Depth 9 Rule " $\frac{6}{3}$	Ceiling <i>fitted</i> Sheer +.88	Peak <i>Included</i> Tanks
		$\frac{3 \times 2}{12} = .50$	<i>level tank</i>	
ECTED SIONS.	384.6 ✓	50.50 ✓	26.48	4195.11

Moulded Depth as measured 28'-0" Main Deck.
 " " " 36'-0" ~~Sun~~ Awning Deck.

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

Do-efficient of fineness81	
Any modification necessary {		
[Para. 4 (a) to (e)*] }	.02	D.B
Do-efficient as corrected79	

CORRECTION FOR LENGTH:—

Length of Ship on Load Line....	384.6
Length in Table	336.0
Difference.....	48.6

Correction for 10ft..... ~~1.4~~ .7
 × Difference ÷ 10 = ~~6.8~~ 3.4
 + 3½" ✓

State particulars.

Three skull decks
Topside plating increased in
thickness
Deep bulb angle framing &
webs in lower decks.

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"
	<hr/> 3' - 11 3/4" ✓
Correction for Height of 'Tween Decks in Spar-decked Ships.....	8 ✓ 0
	<hr/> 11 - 11 3/4"

Correction for Strength in excess of Lloyd's rules. ~~4 SHEER~~ $2' - 0''$
 $\frac{1' - 11\frac{3}{4}}{9}$

Correction for Iron Deck if required..... $\frac{-}{1' - 8\frac{1}{4}''}$
Other Corrections (if any) ~~measured from gunning deck~~ $\frac{8' - 0''}{-}$

Winter Freeboard.....	9' - 8 $\frac{1}{4}$ "
Summer Freeboard <u>6$\frac{1}{2}$</u>	9' - 1 $\frac{3}{4}$ "
Indian Summer Freeboard.....	8 - 7 $\frac{1}{4}$ "
N. A. Winter Freeboard.....	✓

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

+ 1 $\frac{3}{4}$ "

Winter Freeboard from Deck Line	9' - 10" ✓
Summer " " "	9' - 3½" ✓
Indian Summer " "	8' - 9" ✓
N.A. Winter " "	

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

[illegible]

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

2,17. T.

© 2020
P.T.C.

MARKING FORM
RECEIVED 16 APR 1931

MARKING REPORT
REVISED 28.4.21

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 deck alternately + interm. frames to awning deck.

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 ☒

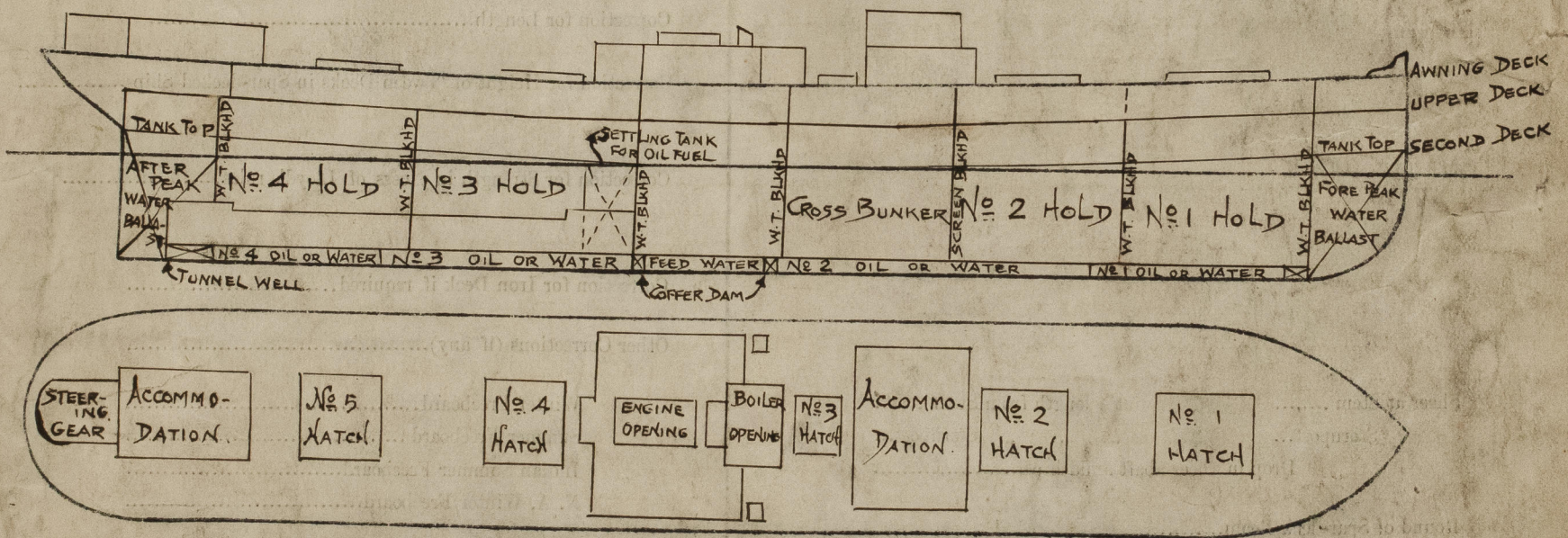
What is the height of the exposed Casings? ☒ Are suitable means provided for closing all openings in them in bad weather? ☒

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. 27'-7½" x 18'-0"		No. 2. 31'-10½" x 18'-0"		No. 3. 12'-9" 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	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
Thickness	Sides	44	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Ends	44								
WEB PLATES.	Number	5	6	6	3	3	6	6	5	5
	Section and Scantlings	4x3x44	Same as No. 1		7½x3½x42	3½x3x42	Same as No. 1		Same as No. 1	
	Material	18x.35 6" flange			16x.34 6" flange	12x.32				
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 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 Freeboard recommended and marked is the same as assigned to the sister ship "Argonne" (Kobe Report No. 1941) London letter February 18th 1916, assignment letter March 13th 1916. Verification form is enclosed.

Owners The Kawasaki Dockyard Co., Ltd.

Address Kobe

Fee 165.-

Received by me 15th Feb. 1921.



© 2020

Lloyd's Register Foundation