

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

1919

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 19th March 1919
Name of Surveyor R. Crawford

YONEYAMA MARU.

Ship's Name <u>"KAIAN MARU"</u> YARD NO 282 Number in Register Book	Port of Registry and Nationality <u>Mitsugahama Japanese</u>	Official Number <u>1088</u>	Gross Tonnage <u>5432.24</u>	Date of Build <u>1919</u>	Particulars of Classification <u>+ 100 A.1 Contemplated</u>
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Registered dimensions from Ship's Register. LENGTH. <u>400'-0"</u> BREADTH. <u>54'-5"</u> DEPTH. <u>30'-0"</u> UNDER DECK TONNAGE. <u>4825.69</u>	Length on LOADLINE. <u>399.2</u>	Frame Depth Rule <u>9"</u> Ceiling Sheer <u>1.41</u> <u>3' drop plank + 12"</u>	Peak Tanks } incl.
CORRECTED DIMENSIONS. LENGTH. <u>399.2</u> BREADTH. <u>54.0</u> DEPTH. <u>29.03</u> UNDER DECK TONNAGE. <u>4825.69</u>			

Moulded Depth as measured... 30'-0"
Addition for Keel below base line for draught record... 2.132 inches.

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

31-1/2
3-7/8
27-6/8

Co-efficient of fineness..... .77
Any modification necessary [Para. 4 (a) to (e)]* EDB
Co-efficient as corrected75

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>399.2</u>
Length in Table	<u>360</u>
Difference	<u>39.2</u>
Correction for 10ft., Table A.	<u>1.5</u>
× Difference divided by 10	<u>5.88</u> (if required.)
If 1/10ths length covered divide by 2	<u>+6</u>
	<u>+3 1/4</u>

Sheer { Stem..... 137.5 } 199.5 ÷ 2 = 99.75 Mean
at { Sternpost ... 62.0 }
Sheer at 1/2 of the length from { Stem 80.5 } 111 ÷ 2 = 55.5 Mean
{ Sternpost 30.5 }
Gradual mean Sheer 100.32
Standard mean Sheer [Table, Para. 18] 49.92 Correction
Difference..... 50.40 ÷ 4 = -12 1/2

CORRECTION FOR IRON DECK.
Proportion covered, if less than 1/10ths length covered501
Thickness of usual wood deck, less stringer 3 1/2
not sketched -1 3/4

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

CORRECTION FOR ROUND OF BEAM.
Breadth at Gunwale amidships..... 53.3
Round of Beam 13 5/8
Normal round..... 13 5/8
Difference ÷ 2 =
Proportion of Deck uncovered (Para. 19)

Fall in Sheer { Para. 18 (d) }
Length uncovered
Correction

Freeboard, Table A	<u>7. 5 1/2</u>
Correction for Sheer	<u>-1 10 1/2</u>
Correction for Length	<u>6. 5</u>
Allowance for Deck Erections	<u>+6</u>
Correction for Round of Beam.....	<u>6. 11</u>
Correction for fall in Sheer (if any).....	<u>-9</u>
Correction for Iron Deck (if required)	<u>6. 2</u>
Correction for non-compliance with provisions of Para. 11 (d) and (e) †	<u>-1 3/4</u>
Other Corrections (if any)	<u>6. 0 1/4</u>
Winter Freeboard	<u>6. 0 1/4</u>
Summer Freeboard	<u>5. 7</u>
Indian Summer Freeboard	<u>5. 1 3/4</u>
N. A. Winter Freeboard	
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side.	<u>1 3/4</u>
Winter Freeboard from deck line	<u>6. 2</u>
Summer " " " "	<u>5. 8 3/4</u>
Indian Summer " " " "	<u>5. 3 1/2</u>
N. A. Winter " " " "	

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....	<u>4 - 4</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>+ 3 1/2</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) }	<u>6 - 11</u>
Difference	<u>2 - 3 3/4</u>
Percentage as below.....	<u>32.08%</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)			
Allowance for Deck Erections			
	Length.	Length allowed.	Height.
Forecastle.....	<u>38.8</u>	<u>38.8</u>	<u>7.45</u>
Bridge House	<u>121.0</u>	<u>121.0</u>	<u>7.45</u>
† Raised Qr. Dk.			
cop.....	<u>40.25</u>	<u>40.25</u>	"
Total	<u>200.05</u>	<u>200.05</u>	<u>= .501</u>
Length of Ship	<u>399.2</u>		
Corresponding percentage (Para. 11, 12, 13, or 14) }	<u>32.08</u>		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:— 5. 8 1/2

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

* If the frames, or 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 sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one eighth of the vessel's length from stem and sternpost.

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

† 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.

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16.5.19

MARKING FORM RECEIVED 18 MAR 1930

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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? *2 struts and bulk angle frames.*
 Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? *Yes*
 Give particulars of the means for closing the openings in Bulkhead *wash boards full height in riveted channels*
 Is the Poop or 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 *Mixed 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 *B.A. 9x3 1/2" x 52" spaced 29"*
 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? *wash 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? *8.5* 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? *Yes.* Give particulars below:—

on Poop
 No. 6
 11'-0" x 16'
 18"
 44"
 44"
 11'-6" x 5 1/2"
 angle 3 1/2 x 3 x 7/16

Position and Size.		No. 1 7'-0" x 18'		No. 2 30'-3" x 18'		No. 3 13'-9" x 16'		No. 4 30'-3" x 18'		No. 5 27'-6" x 18'	
Item.		Ship.	Rule.								
COAMING.	Height above top of DECK	24"		24"		18"		24"		24"	
	Thickness										
SHIPPING BEAMS OR WEB PLATES.	Number	5		5		2		5		5	
	Section and Scantlings	JE-15-7 1/2 x 36		JE-16 1/2-8 1/2 x 36		JE-11-6 x 7 1/2		JE-16 1/2-8 1/2 x 36		JE-15-7 1/2 x 36	
* FORE AND AFTERS.	Material	Angle 3 1/2 x 3 1/2 x 4 1/4		Angle 3 1/2 x 3 1/2 x 4 1/4		Angle 3 1/2 x 3 1/2 x 4 1/4		Angle 3 1/2 x 3 1/2 x 4 1/4		Angle 3 1/2 x 3 1/2 x 4 1/4	
	Section and Scantlings										
HATCHES	Thickness										
	Remarks										

* 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? *.42* Strake between Main and Bridge Sheerstrakes? *.45*

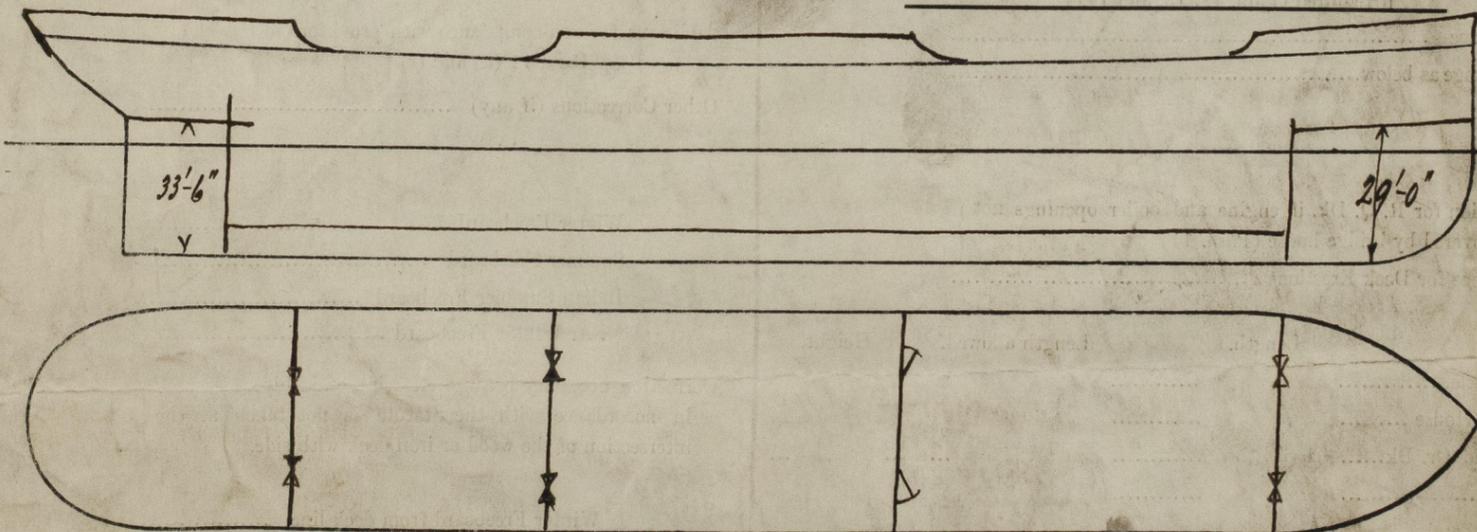
Delete the words { The Crew ~~are~~, are not, berthed in the bridge house. }
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are~~ satisfactory. }

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) = $\frac{25.5}{25.5} = 51.0$ Sq. ft.
<i>aft</i>	3.	45	x	1.4	x	4	
<i>for'd</i>	3.	45	x	1.4	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. Kohnan M*

Report No. 1211, signed request form enclosed.

Owners *Katsuda Steamship Co. Ltd*

Address *Kobe, Japan.*

Fee *Jan 140.00*

Received by me *April 2nd '19.*

R. Crawford.

