

DISCLOSED SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS

Index No. **33023**
(For London Office only.)

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 **Kobe.**
Date of Survey **November, 1928.**
Name of Surveyor **H. J. Cox.**

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"TAIJIN MARU" EX "HALLFRIED" Number in Register Book	FUCHU Japanese	34112	5154.9	1922	100 A.1. "with Freeboard" contemplated.

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
For Freeboard	375.0	51.25	34.13	4884.96
Length on LOADLINE.	375	51.41	31.33	4884.96
CORRECTED DIMENSIONS.	375	50.83	32.05	4884.96

Co-efficient of fineness.....**.800**
Any modification necessary [Para. 4 (a) to (e)]* **-.02 c.d.b.**
Co-efficient as corrected**.78**
Per Jap. Gov. Rules **.76**

Sheer { Stem.....**102** } **147** ÷ 2 = **73½** ... Mean **36 26**
at { Sternpost...**45** } **.72**
Sheer at 1/8 of the length from { Stem **57.0** } ÷ 2 = **41.5** ... Mean **75.45**
{ Sternpost **26.0** } **÷ .55 = 75.45**
Gradual mean Sheer **41.5 ÷ 55 = 73.3**
Standard mean Sheer [Table, Para. 18] **47.5** Correction **-6"**
Difference.....**26.0** ÷ 4 = **-6"**
§ If limited as Para. 18 (f)**23.3**

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

Fall in Sheer { } ÷ 2 =
Para. 18 (d) { }
Length uncovered Correction

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C.....
Correction for Length, if required (Para. 12, 13, and 14)

Freeboard by Table A. corrected for sheer, and for length, {
if required (Para. 12, 13, and 14) }

Difference
Percentage as below.....

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.....			
Bridge House			
† Raised Qr. Dk.....			
Poop.....			
Total			
Length of Ship			
Corresponding percentage { (Para. 11, 12, 13, or 14) }			

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

2 JAN 1929

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.

Moulded Depth as measured.....**34' - 1½"**
Equivl. wood dk allowance **2½"**
For freeboard **33' - 11"**
Addition for Keel below base line **2½"**
for draught record.....inches.

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....**375**
Length in Table**408 407**
Difference**-33 32**
Correction for 10ft., Table A.**1.7** Table C.
× Difference divided by 10**-5½"** (if required.)
If 1/10ths length covered divide by 2

CORRECTION FOR IRON DECK.

Note:—3" wood sheathing on upper dk between frames 57 & 119 = **34.5 %L**
Proportion covered, if less than 1/10ths length covered
Thickness of usual wood deck, less stringer **3½"** equivl. mean thickness = **1"**
*(3½-1") = **2½"** (off moulded depth for freeboard)

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....**50' . 3"**
Round of Beam**13½**
Normal round.....**12½**
Difference**1"** ÷ 2 = **½"**
Proportion of Deck uncovered (Para. 19)

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

Freeboard, Table A**9.3**
Correction for Sheer**-6**
Correction for Length**8.9**
Allowance for Deck Erections**-5½**
Correction for Round of Beam.....**8-3½**

Correction for fall in Sheer (if any).....
Correction for Iron Deck (if required) **(Equiv. in reduced moulded depth)**

Additions for non-compliance with provisions of {
Para. 11 (d) and (e) }
Other Corrections (if any) **Diff. between actual 3" wood dk**
amids. & 1" mean wood dk +2"

to correspond to approved draught of 25'-7½" moulded and also to Japanese assignment
Winter Freeboard**8-58' 9½"** for all seasons
Summer Freeboard**(6') 7.11**
Indian Summer Freeboard**7-5**
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. **Deck line marked at intersection of 3" wood dk. with side.**

Winter Freeboard from deck line
Summer " " "
Indian Summer " " "
N. A. Winter " " "

8-9½ for all seasons.
6½

† 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? -- Raised Quarter Deck? -- Bridge House? -- Forecastle
 To what height do the Reverse Frames extend? --
 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? -- 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, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? } **Strong Steel Deck house.**
 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: -- **Yes**

Position and Size.		Nos. 1&5 27'1"x18		Nos. 2&4 31'3"x18		No. 3 29'2"x18					
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Steel										
	Height above top of DECK	34½"x½"	stiffened	34½"x½"	stiffened	34½"x½"	stiffened				
	Thickness { Sides.....	7/16		7/16		7/16					
SHIFTING BEAMS OR WEB PLATES.	Number	five ✓	double	six ✓		five ✓					
	Section and Scantlings	24"x7/16	angles	ditto		ditto					
	Material	steel	3½x3x.44	steel		steel					
* FORE AND AFTERS.	Number										
	Section and Scantlings	None		None		None					
	Material										
HATCHES Thickness		3"		3"		3"					
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. L

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) =	Sq. ft.
x		x				
x		x				

Total deficiency or excess / = Sq. ft.

Note:- Collision & Machinery space Bulkheads to upper deck
other to 2nd deck only.

(Drafted/Restricted by Japan
Authorities on account of
Rec Kobe Ex. 7.12.26

Midship Section Profile & Decks
forwarded herewith. (with entry Rpt.)

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 Built to N.V. Rules.

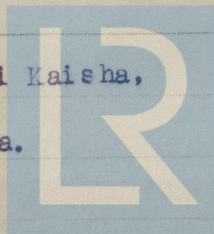
Builder's name and yard number Wrf. voorh. Rijkse & Co. Rotterdam.

Names of sister vessels

Owners Shimomura Kisen Kabushiki Kaisha,

Address Osaka.

Fee £ : : Received by me



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