

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 *October 1919*
 Name of Surveyor *A. Watt.*

Ship's Name. S.S. TASMANIA MARU	Port of Registry and Nationality. <i>Kobe Japanese</i>	Official Number. 26167	Gross Tonnage. 4105.	Date of Build. 1919	Particulars of Classification. 100A1 Awning Dk. Recommended.
Number in Register Book					

Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	345.	<i>48.24</i> 48 <i>mld.</i>	<i>Floor to beam.</i> 27.67	3613
Length on LOADLINE.		Frame Depth Rule <i>1885</i> 43 3/4	Ceiling + .20 Peak Sheer + .10 <i>level tank incld.</i>	Tanks
CORRECTED DIMENSIONS.	344.84	<i>54</i> 47.4	27.97	3613

Moulded Depth as measured..... **30'-0"**
 Wood deck less stringer **- 3/2"**
 Addition for Keel below base line for draught record.....inches. **29'-8 1/2"**

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..... **344.84**
 Length in Table **356.52**
 Difference **11.68** = *294 x 12*
 Correction for 10ft., Table A. **1.5** Table C. **.8**
 x Difference divided by 10 ... *1.735* **+4.9** (if required.) **.93**
 If 7/10ths length covered divide by 2 **- 1 3/4"** **-1"**

CORRECTION FOR IRON DECK.

Proportion covered, if less than 7/10ths length covered
 Thickness of usual wood deck, less stringer
allowed in mld. Depth

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... **48'-0"**
 Round of Beam **12"**
 Normal round..... **12"**
 Difference **Normal ÷ 2 =**
 Proportion of Deck uncovered (Para. 19) **216.42** = **.63**
344.84

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

Co-efficient of fineness..... **.79**
 Any modification necessary [Para. 4 (a) to (e)]* **.02** *C.D.B.*
 Co-efficient as corrected **.77**

Sheer {Stem..... **66**} **99 ÷ 2 = 49.5** Mean
 at {Sternpost ... **33**}
 Sheer at 1/2 of the length from {Stem **37**} **55.5 ÷ 2 = 27.75** Mean
 {Sternpost **18 1/2**}
 Gradual mean Sheer ... **allowed** **49.95** = **50.5**
 Standard mean Sheer [Table, Para. 18] **44.48** Correction
 Difference..... **5.47 ÷ 4 = 1 1/4**

Rise in Sheer { At front of bridge house..... **2.5**
 from amidships }
 [Para. 18 (e)] { At after end of forecastle **40.5**

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

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C..... **4'-3 1/2"**
 Correction for Length, if required (Para. 12, 13, and 14) **- 1"**
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) } **4'-2 1/2"**
 Difference **3'-0 1/2"**
 Percentage as below *23.25%* of **36 1/2** = **8'-1 1/2"**

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } **8 1/4"**
 Allowance for Deck Erections

	Length.	Length allowed.	Height.
Forecastle.....	38.21	38.21	7'-6"
Bridge House	73.50	73.50	7'-6"
† Raised Qr. Dk.....			
Poop.....	16.71	16.71	7'-6"
Total		128.42	
Length of Ship	344.84		= .372
Corresponding percentage (Para. N, 12, 13, or 14) }	23.25%		

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 " " " ...

Freeboard, Table A **7'-8" 5/4**
 Correction for Sheer **- 1 1/4"**
 Correction for Length **- 1 3/4"**
 Allowance for Deck Erections **- 8 1/2" 1/4**
6'-6 1/2"

Correction for Round of Beam.....
 Correction for fall in Sheer (if any).....
 Correction for Iron Deck (if required) *in mld. Depth*
 Additions for non-compliance with provisions of Para. 11 (d) and (e) † }
 Other Corrections (if any)

Winter Freeboard **6'-6 1/2"**
 Summer Freeboard (*6'-1 1/2" ÷ 2 = 5 1/4"*) **6'-1 1/2"**
 Indian Summer Freeboard **5'-8 1/2"**
 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. } **1 3/4"**

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

Awning **6'-3" from 1 3/4" above deck**
 " " " " **6"**
 " " " " **5"**
 " " " " **5"**

† 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 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 stern-post.

† 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? *yes* Raised Quarter Deck? Bridge House? *yes* Forecastle? *yes*
 To what height do the Reverse Frames extend? *Bull angle frames to upper + along dks alternly and light frms carried up.*
 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 *Hinged steel doors*
 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 *Hinged steel doors*
 What is the thickness of the Bridge Front plating? *.26* and Coaming plate? *.34*
 Give scantlings and spacing of the Stiffeners *9 x 3 1/2 x .487 spaced 30" apart.*
 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? *By hinged doors.*
 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, steel*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *yes, by steel deck house on bridge*
 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? *4' - 6"* 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? Give particulars below:—

Position and Size.	No 1: -28'-7"x16'-0"		No 2: -32'-8"x16'-0"		No 3: -28'-7"x16'-0"		No 4: -28'-7"x16'-0"		Ship.	Rule.	
	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.			
COAMING.	Height above top of DECK	27"	27"	27"	27"	27"	27"	27"			
	Thickness	Sides.....	.44	.44	.44	.44	.44	.44			
		Ends.....	.44	.44	.44	.44	.44	.44	.44		
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	4	4	5	5	5			
	Section and Scantlings	14x.34 with 3/2x3x.42 Ang top + bottom		13x.32 12x.32 with 3/2x3x.42 Ang top + bottom		Same as No. 1.		Same as No. 1.			
	Material	IL		IL		Same as No. 1.		Same as No. 1.			
* FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES	Thickness	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2	2 1/2			
Remarks.....	with 3 1/2" x 3 x .38 B.A. Horizontal stiffeners.										

* 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.)

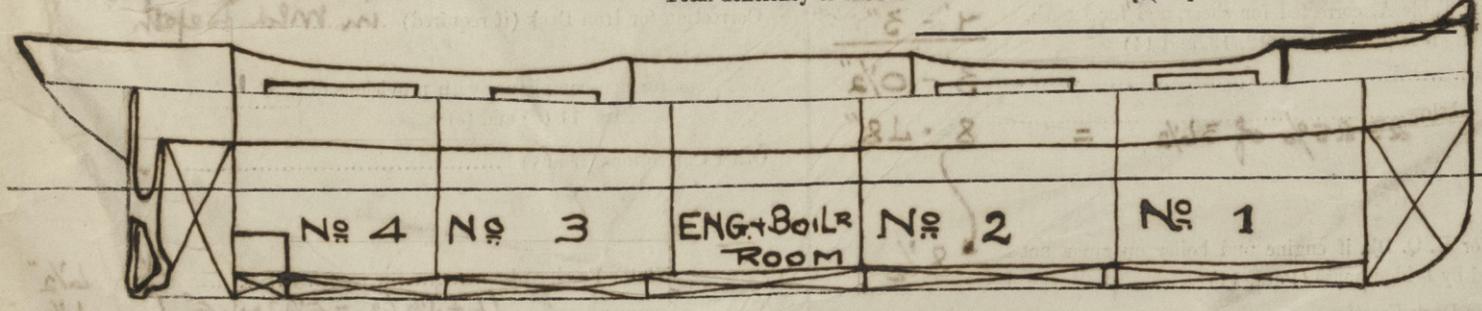
The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.
 What is the thickness of the Bridge Sheerstrake? _____ Strake between Main and Bridge Sheerstrakes? _____

Delete the words that 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 *Fore 100 ft. aft. 114 ft. = 214 ft.*
 Area of Freeing Ports required by Para. 11 (e) each side of vessel = *43 Sq. ft.*

	Ft.	Tenths.	x	Ft.	Tenths.	x	No.	} Freeing Ports (each side of vessel) =	42 Sq. ft.
<i>Fore</i>	1.6		x	4.6		x	3		
<i>aft.</i>	1.6		x	4.0		x	3		

Total deficiency or excess = *12 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 *No. The First Entry Report is now forwarded. The Freeboard recommended + which has been marked on, is as assigned in London letter of 14th Sept. 1916. A Verification Report Form is enclosed.*

Owners *Kawasaki Kisen Kabushiki Kaisha*
 „ Address *Kobe Japan*

Rec'd Jan 120.-

Received by me *A Watt*



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