

Lloyd's Register of Shipping.

WED. 5 FEB. 1919

SURVEYS FOR FREEBOARD.

352
2367

B.T. COPY WRITTEN
Argonne 25049
East Cape 27240

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR AWNING DECKS.

Port of Survey Mohe
Date of Survey Oct. 1918
Name of Surveyor A. L. Jones

Kawasaki Dryd. No. 422

Ship's Name. <u>KIHUKU MARU</u> <u>"Kifuku Maru"</u>	Port of Registry and Nationality. <u>Mohe Shyo</u> <u>Japanese</u>	Official Number.	Gross Tonnage. <u>5852</u>	Date of Build. <u>1918-11</u>	Particulars of Classification. <u>+100A1 Shelter deck Recommended.</u>
Number in Register Book					

LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
385.0	51.0 <u>51.224</u>	25.6	<u>4259</u>
384.6	Frame Depth 9 Rule " 6	Ceiling +20 Sheer +88	Peak Tanks
	-5	3 level tank	<u>5585 to carry 5K</u>
384.6	50.87	26.68	<u>4259</u>

Moulded Depth as measured 28.0 Main Deck.
" " " 36.0 Spar or Awning Deck.

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

Percentage of fineness 81
Modification necessary 02 D.T.B.
[para. 4 (a) to (e)]
Percentage as corrected 79

CORRECTION FOR LENGTH:—

Length of Ship on Load Line.....	<u>384.6</u>		
Length in Table	<u>336.0</u>		
Difference	<u>48.6</u>		
Correction for 10ft.....		<u>1.4</u>	<u>.7</u>
× Difference ÷ 10 =		<u>6.8</u>	<u>3.4</u>
		<u>+3 1/2</u>	

Allowance for strength in excess of Lloyd's rules = 2.0"

Particulars—

*Three steel decks
Strengthened topsides
deep bulb angle framing
& webs in tween 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"
Correction for Height of 'Tween Decks in Spar-decked Ships..... 3' 11 3/4"

Correction for Strength in excess of Lloyd's rules..... -2.0"
1' 11 3/4"

Correction for Iron Deck if required..... -3 1/2"
1' 8 1/4"

Other Corrections (if any)..... 8.0"
Winter Freeboard..... 9' 8 1/4"
Summer Freeboard..... 9' 13/4"
Indian Summer Freeboard..... 8' 7 1/4"
~~N. A. Winter Freeboard~~

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the ~~wood~~ or iron deck with side +1 3/4"

Winter Freeboard from Deck Line 9' 10"
Summer " " 9' 3 1/2"
Indian Summer " " 8' 9"
~~N.A. Winter " "~~

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

Fresh Water Line	above centre of Disc	<u>9' 3 1/2"</u>
Indian Summer Line	"	"	"	"	"	<u>7'</u>
Winter Line	below	"	"	"	"	<u>6 1/2"</u>
Winter North Atlantic Line	"	"	"	"	"	<u>6 1/2"</u>

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.



Do all the Frames extend to the top Height in the Spar deck? Awn'g 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?

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 house 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?

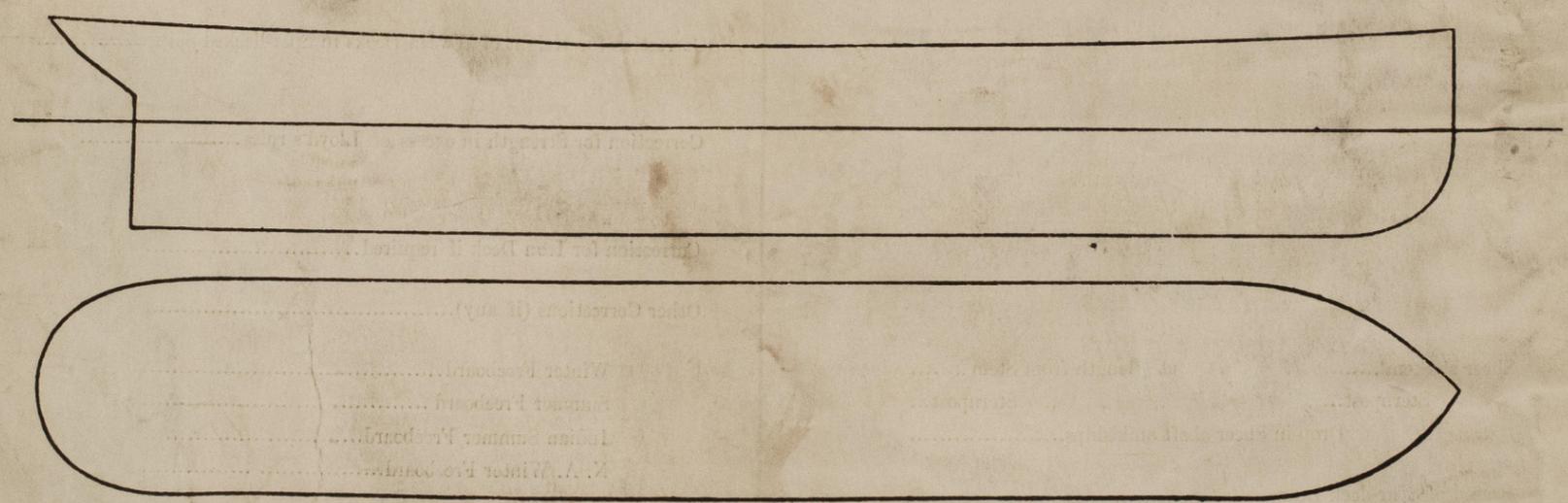
Give thickness of plating; scantlings and spacing of Stiffeners

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 } *Yes*
 requirements of Section 28 of the Rules for 1904-5? Give particulars below:—

Position and Size.	No.1. 27'-7 1/2" x 18'-0"		No.2. 31'-10 1/2" x 18'-0"		No.3. 12'-9" x 16'-0"		No.4. 31'-10 1/2" x 18'-0"		No.5. 27'-7 1/2" 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.	Same as No.1.	Same as No.1.	Same as No.1.			
	Thickness	Sides	.44								.44	.44	.44
		Ends	.44								.44	.44	.44
SHIFTING BEAMS OR WEB PLATES	Number	5	5	6	6	2	2	6	6	5	5		
	Section and Scantlings	18 x 36	14 x 34	18 x 36	14 x 34	16 x 32	12 x 32	Same as No.2	Same as No.2	Same as No.1	Same as No.1		
	Material	2A. 4.3.44 4.6" flange	4.3.44	2A. 4.3.44 4.6" flange	4.3.44	2A. 3 1/2 x 3 1/2 .42 4.6" flange	3 1/2 .42	Same as No.2	Same as No.2	Same as No.1	Same as No.1		
* FORE AND AFTERS	Number												
	Section and Scantlings												
	Material												
HATCHES	Thickness	3"	3"	3"	3"	3"	3"	3"	3"	3"			
Remarks	8 x 3 1/2 x 40 B.A. fitted along side & end coamings of hatchways.												

* 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 1st Entry Rpt is now forwarded. The foreboard recommended & which has been marked on the sides of the vessel is the same as assigned to the sister vessels "Argonne" Lou tr. 18 Feb. 1916 (No. 1st. 1941) etc. etc. A "refutation form" is enclosed: also 4th request form.

Owners *The Kawasaki Dry Dock Co Ltd*
 Address *Robe*

Fee *£140*

Received by me *11 Nov. 1918*
A. L. Jones

