

Lloyd's Register of Shipping

(CLASSIFICATION SOCIETY RECOGNISED BY THE JAPANESE GOVERNMENT)

J. 27

W133

COPY

No. 30

船 舶 満 載 吃 水 線 證 書

種 類 及 船 名	號 番 船 本	者 有 所	港 籍 船
鋼單暗車汽船 廣進丸	参〇四壹五	廣海商事株式會社	神戶
船ノ長ノ中央ニ於ケル上甲板ノ梁上側板 上面ノ延長ト外板ノ外面トノ交點ヨリ乾舷甲 板ヲ標示スル水平線ノ上縁ニ至ル垂直距離			
乾舷甲板ヲ標示スル水平線ノ上縁ヨリ			
圓標ノ中心ニ至ル垂直距離			
圓標ノ中心ヨリ淡水滿載吃水線ニ至ル 垂直距離			
圓標ノ中心ヨリ熱帶滿載吃水線ニ至ル 垂直距離			
圓標ノ中心ヨリ冬期滿載吃水線ニ至ル 垂直距離			
圓標ノ中心ヨリ冬期北太平洋滿載吃水 線ニ至ル垂直距離			
前記ノ事項ハ何レモ正確ニシテ船舶滿載吃水線法ニ適合スルコトヲ證明ス 本證書ハ船舶滿載吃水線法ニ依リ前記ノ事項ヲ變更スルノ必要ヲ生シタル トキ其ノ效力ヲ失フ			
大正拾參年 七月 二十二日			
日本駐在 主任検査員 ロイド船級協會 代表者			
支那 代表者			
下方へ	下方へ六・〇 時	上方へ六・〇 時	上方へ六・五 時
下方へ			下方へ七九・八 時
			方へ〇・〇〇 時

Certificate of the Ship Load Line

COPY

Official Number of the Vessel	30415	Port of Registry	Kobe
Kind and Name of the Vessel	Steel Single Screw Steamer "Koshin Maru"	Owner	Diroumi Shoji Kabushiki Kaisha
Vertical distance from the point of intersection of the extended line of the upper surface of <u>stringer plate</u> of the <u>upper</u> deck at mid-length of vessel with the outside of shell-plating, to the upper edge of the horizontal line indicating the Freeboard Deck.			0.00 inches measured <u>ward</u>
Vertical distance from the upper edge of the horizontal line indicating the Freeboard Deck to the Centre of the Disc			19.8 inches measured downward
Vertical distance from the Centre of the Disc to the Fresh Water Load Line			6.5 inches measured upward
Vertical distance from the Centre of the Disc to the Tropical Load Line			6.0 inches measured upward
Vertical distance from the Centre of the Disc to the Winter Load Line			6.0 inches measured downward
<del>Vertical distance from the Centre of the Disc to the Winter North Atlantic Load Line</del>			<del> inches measured downward</del>
It is hereby certified that the above mentioned particulars are correct and in accordance with the Ship Load Line Law.			
This certificate is issued under the conditions noted on the back hereof, and shall become void when it is necessary to alter the above mentioned particulars in accordance with the Ship Load Line Law.			
Principal Surveyor for Japan <i>A. Asakura</i>		For Lloyd's Register of Shipping <i>[Signature]</i>	
The <u>22<sup>nd</sup></u> day of the <u>7<sup>th</sup></u> month of the <u>13<sup>th</sup></u> year of Taisho. <u>July 22<sup>nd</sup> 1924</u>			

本證明書發行條件

- 一、ロイド船級協會ニテ等級ヲ附セラレタル船舶、本船ノ等級ヲ變更シ或ハ撤回シタル場合ニハ直ニ本證明書ハ取消サル可ク其手續トシテ本證明書ヲ本協會ニ返附スベシ而シテ船主、船主管理者、船舶借主或ハ船長ハ其際新規證明書請求申込ヲナスベシ。
- 二、ロイド船級協會ニテ等級ヲ附セザル船舶、本證明書ハ 年 月 日迄有效ニシテ右日付以後ハ其效力消滅ス從テ證明書取消ノ爲メ本證明書ヲ本協會ニ返附スベシ而シテ船主、船主管理者、船舶借主或ハ船長ハ其際新規證明書請求申込ヲナスベシ。
- 三、本證明書紛失或ハ破滅シタル場合ニハ船主、船主管理者、船舶借主或ハ船長ハ遲滞ナク其理由ヲ告知シ本協會ニ證明書再發行ヲ申請スベシ。
- 四、本證明書面記載ノ事項ニ抵觸スル變更ヲ行ヒタル時ハ船主、船主管理者、船舶借主或ハ船長ハ遲滞ナク本協會ニ其變更事項ニ關スル告知ヲナシ必要ニ應ジ新規證明書或ハ再査定ヲ申請スベシ。
- 五、本協會ニ新規證明書或ハ再査定ノ申請ヲナス時ハ本證明書ヲ申請書ニ添ヘテ返還スベシ。
- 六、本船ガ損失、沈没或ハ破壊シタル場合或ハ滿載吃水線標ノ必要ナキニ至リタル場合ハ船主、船主管理者、船舶借主或ハ船長ハ遲滞ナク本協會ニ告知シ本證明書ヲ返還スベシ或ハ返還スルコト能ハザル理由ヲ通告スベシ。

Conditions under which this certificate is issued.

1. For vessels classed in Lloyd's Register of Shipping:—  
If and so soon as the class of this vessel is either changed or withdrawn this Certificate will be cancelled and must be delivered to the Society for that purpose and the Owner, Agents, Charterer, or Master, must then apply for a new Certificate.
2. For vessels not classed in Lloyd's Register of Shipping:—  
This Certificate is valid until the ..... day of ..... 19.....  
after which date it will cease to have effect and must be delivered to the Society to be cancelled, and the Owner, Agent, Charterer, or Master, must then apply for a new Certificate.
3. If th's Certificate is lost or destroyed, the Owner, Agent, Charterer, or Master must, without delay, notify the cause, and request its re-issue by the Society.
4. When any alterations are made affecting the particulars mentioned on this certificate the Owner, Agent, Charterer or Master must, without delay, notify the Society in regard to such alterations, and request a new certificate, or re-assignment as may be necessary.
5. When an application is made to the Society for a new Certificate or for a re-assignment, the original Certificate must be returned with such application.
6. If this vessel is lost, sunk, or broken up or no longer requires a Load Line mark, the Owner, Agent, Charterer, or Master must, without delay, notify the Society and return this certificate or state the reason for not doing so.



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