

Argonne Rpt. 11c.
25059
New York March 27 1921

28018

DISCLOSED SECTION

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.

306

BT. COPY WRITTEN

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

Port of Survey Kobe
Date of Survey April 1919
Name of Surveyor A. Jones

Kawasaki No 449 S.S.

| Ship's Name. | Port of Registry and Nationality. | Official Number. | Gross Tonnage. | Date of Build. | Particulars of Classification. |
|---------------------|-----------------------------------|------------------|----------------|----------------|-------------------------------------|
| <u>Glasgow Maru</u> | <u>Kobe Japanese</u> | <u>24780</u> | <u>5863</u> | <u>1919</u> | <u>÷ 100 A1. Awning Deck Recom'</u> |

| | | | | |
|-------------------|---------|---------------------------|---------------------------|---------------------|
| | LENGTH. | BREADTH. | DEPTH. | UNDER DECK Tonnage. |
| as from Register. | 385.0 | 51.0 51.24 | 25.6 | 4200 |
| on LINE | 384.6 | Frame Depth 9 Rule " 6 | Ceiling +.2 Sheer +.88 | Peak Tanks |
| | | -5 3 | live tank | |
| ATED IONS. | 384.6 | 50.57 | 26.68 | 4200 |

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.

efficient of fineness81
any modification necessary } .02 - S.R.
[Para. 4 (a) to (e)*]
efficient as corrected79

CORRECTION FOR LENGTH:—
Length of Ship on Load Line.... 384.6
Length in Table 336.05
Difference..... 48.6
Correction for 10ft..... 7.4
× Difference ÷ 10 = 3.4

Allowance for strength in excess of Lloyd's rules = 2'-0"

State particulars—

Strengthened topsides
deep bulk angle framing and
webs in tween decks
3 Steel 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"
..... 3'-11 3/4"
Correction for Height of 'Tween Decks in Spar-decked Ships..... + 8'-0"
..... 11'-11 3/4"

Correction for Strength in excess of Lloyd's rules... 2'-0"
..... 9'-11 3/4"

Correction for Iron Deck if required..... - 3 1/2"
Other Corrections (if any)..... 8'-8 1/4"

Sheer at Stem 110 - at 1/4 length from Stem 61 -
Sternpost... 50 - " " " Sternpost... 27 -
Drop in Sheer abaft amidships..... 0

Winter Freeboard..... 9'-8 1/4"
Summer Freeboard..... 9'-1 3/4"
Indian Summer Freeboard..... 8'-7 1/4"
~~N.A. Winter Freeboard.....~~

Round of Spar-deck Beam..... 12 3/4
" " Main-deck " 12 3/4

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

| | Length | × | Height. | State if open or closed at ends. |
|------------------|--------|---|---------|----------------------------------|
| Forecastle | | × | | |
| Bridge | | × | | |
| Poop | | × | | |

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 (Spar)~~ Deck:—

| | | | | | | |
|----------|----------|-----------|----------------------------|----------------------|-------|--------------|
| <u>8</u> | <u>8</u> | <u>19</u> | Fresh Water Line | above centre of Disc | | <u>7 1/2</u> |
| | | | Indian Summer Line | " " " " | | <u>6 1/2</u> |
| | | | Winter Line | below " " " " | | <u>6 1/2</u> |
| | | | Winter North Atlantic Line | " " " " | | |

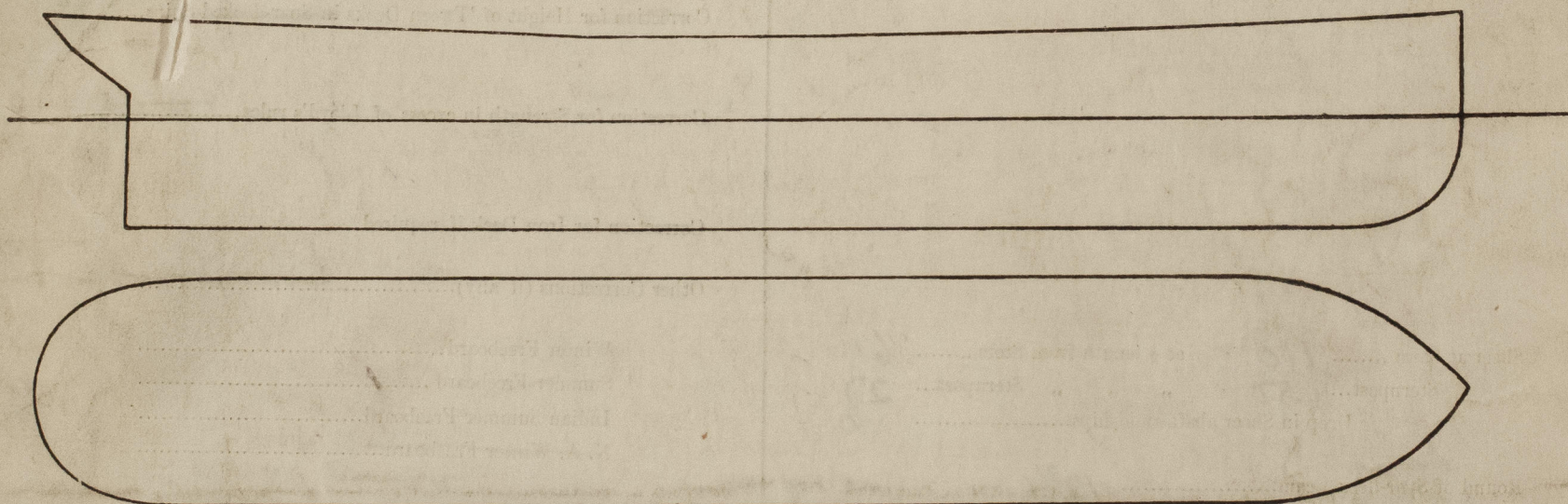
NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels 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? Awning deck? *Yes*
 Do all the Frames extend to the top height in the Poop? Bridge House? *✓*
 To what height do the Reverse Frames extend? *Main frames of B.A. to 2nd & up. No altern + 5' 3 1/2" 38 interned from to down? 5' 12"*
 Has the Poop an efficient Iron Bulkhead at the fore end? Forecastle? *✓*
 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*
 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 | |
| | Thickness { Sides..... | .44 | .44 | Same as No. 1 | | Same as No. 1 | | Same as No. 1 | | Same as No. 1 | |
| | Ends..... | .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 | | 16' x 36 | 14' x 34 |
| | Material | 2A. 4. 3. 44 + 6" flange | 4. 3. 44 | 2A. 4. 3. 44 + 6" flange | 4. 3. 44 | 2A. 3 1/2. 3 1/2. 42 + 6" flange | 3 1/2. 3 x 42 | | | 2A. 4. 3. 44 + 6" flange | 4. 3. 44 |
| * FORE AND AFTERS. | Number | - | - | - | - | - | - | - | - | - | - |
| | Section and Scantlings | - | - | - | - | - | - | - | - | - | - |
| | Material | - | - | - | - | - | - | - | - | - | - |
| HATCHES Thickness | | 3" | 3" | 3" | 3" | 3" | 3" | 3" | 3" | 3" | 3" |
| Remarks..... | | Not BA stiffeners fitted to all coamings | | | | | | | | | |

* 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 Rules, 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 report is now forwarded. The freeboard recommended is as assigned to the sister vessel "Argonne" (Robt Rpt No 1941) Lou. let. 18' Ht 1916
The freeboard has been marked on the vessel + a verification form is enclosed.

Owners

Address

Fee \$140

Received by me

[Signature]



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