

No. 364

2/13

25707

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

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

 Port of Survey Kobe
 Date of Survey Dec. 1917
 Name of Surveyor A. L. Jones

Kawasaki Dryd. Co. No. 404

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>Sumatra Maru</u>	<u>Osaka Japanese</u>		<u>5856</u>	<u>1917-12</u>	<u>+ 100 A1. Awning Deck</u>

Number in Register Book

REGISTERED DIMENSIONS FROM REGISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>385.0</u>	<u>51.0</u> <u>51.2 ex.</u>	<u>25.6</u>	<u>4254</u>
Length on ADLINE	<u>384.6</u>	Frame Depth Rule	Ceiling <u>+20</u> Sheer <u>+88</u> <u>3</u> <u>level tank</u>	Peak Tanks
CORRECTED DIMENSIONS.	<u>384.6</u>	<u>50.5</u>	<u>26.68</u>	<u>4254</u>

 Co-efficient of fineness81
 Any modification necessary [Para. 4 (a) to (e)] } .02 b.B.
 Co-efficient as corrected79
Allowance for strength in excess of Lloyd's rules = 24"

State particulars—

Three steel decks
Strengthened topsides
Deep hull angle framing
and webs in lower decks.

 Sheer at Stem 110 at $\frac{1}{2}$ length from Stem 61
 Sternpost... 50 " " " Sternpost... 27
 Drop in Sheer abaft amidships.....

 Round of Awning Spar-deck Beam..... 12 $\frac{3}{4}$
 " " Main-deck " 12 $\frac{3}{4}$

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

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

<u>8. 4. 18.</u>	Fresh Water Line	above centre of Disc
	Indian Summer Line	"	"	"	"	"	"	"	...
	Winter Line	below	"	"	"	"	"	"	...
	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.

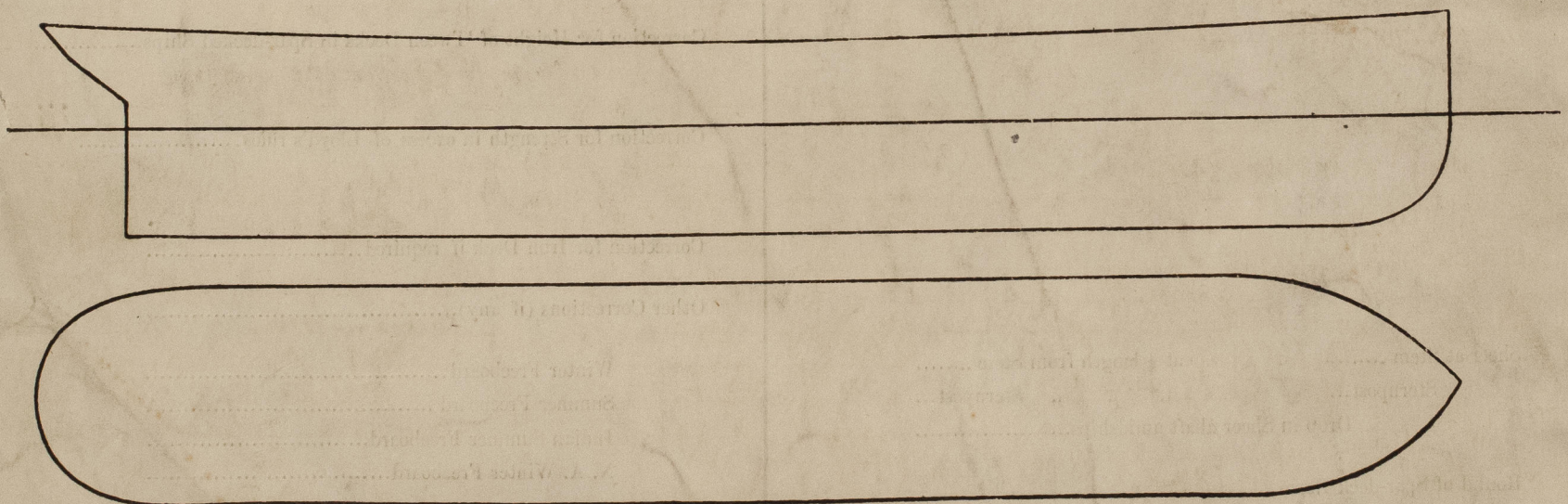
Do all the Frames extend to the top Height in the Spar deck? *✓* Awning deck? *Yes*
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle?
 To what height do the Reverse Frames extend? *Main frame of B.A. to 2nd & upper decks allowed. Interned frame to Awning deck.*
 Has the 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 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.	
	Sides	4 1/2"	4 1/2	Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
	Ends	4 1/2"	4 1/2	Same as No. 1.		Same as No. 1.		Same as No. 1.		Same as No. 1.	
SHIFTING BEAMS OF WEB PLATES.	Number	5	15 5/8 x 3 1/2	6	15 5/8 x 3 1/2	2	15 5/8 x 3 1/2	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. 1	
	Material	2A. 4. 3. 44 and 6" flange	4A. 4. 3. 44	2A. 4. 3. 44 and 6" flange	4A. 4. 3. 44	2A. 3 1/2. 3 1/2. 42 and 6" flange	4A. 3 1/2. 3 1/2. 42				
* FORE AND AFTERS.	Number	✓	-	✓	-	✓	-	✓	-	✓	-
	Section and Scantlings										
	Material										
HATCHES Thickness		3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks											

* 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.)

7 x 3 x 40 B.A. are fitted on side & end coamings



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 freeboard recommended is the same as that assigned to the vessel "Argonne" (Note Rpt. No 1941) Lon. let. 18th July 1916

This freeboard has been marked on the vessel's sides & a verification rpt. is enclosed.

Owners

Address

Fee £

Received by me



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