

Argonne 25059

Index No. _____
(For London Office only.)

TUE 23.55

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

With 1st L. Rpt
No. 2571PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.Port of Survey Yokohama
Date of Survey May 1919
Name of Surveyor A. Jones + A. Watt

Kawasaki Dry Dock No. 451.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
"Chile maru"	<u>Yokohama</u>	<u>25457</u>	<u>5859.9</u>	<u>1919-5</u>	<u>+100 A1. Awning br</u> <u>recom.</u>

Registered Length 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>4200</u>
Length on LOADLINE	<u>384.6</u>	Frame Depth <u>9</u> Rule " "	Ceiling <u>20</u> Sheer <u>88</u> <u>3</u> level tank	Peak Tanks
Corrected Dimensions.	<u>384.6</u>	<u>50.57</u>	<u>26.68</u>	<u>4200</u>

Co-efficient of fineness 81 ✓
Any modification necessary } 02 NTB
[Para. 4 (a) to (e)] }
Co-efficient as corrected 79 ✓

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

State particulars—

Keel built angle framing
strengthened hoppers
three complete steel decks.

Sheer at Stem 110 at $\frac{1}{2}$ length from Stem 61
Sternpost... 50 " " " Sternpost... 27
Drop in Sheer abaft amidships..... 0

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

	Length	x	Height.	State if open or closed at ends.
Forecastle.....	-	x		
Middle.....	-	x		
Stern.....	-	x		

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	"	"	<u>7$\frac{1}{2}$</u>
Winter Line	below	"	<u>6$\frac{1}{2}$</u>
Winter North Atlantic Line	"	"	<u>6$\frac{1}{2}$</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.

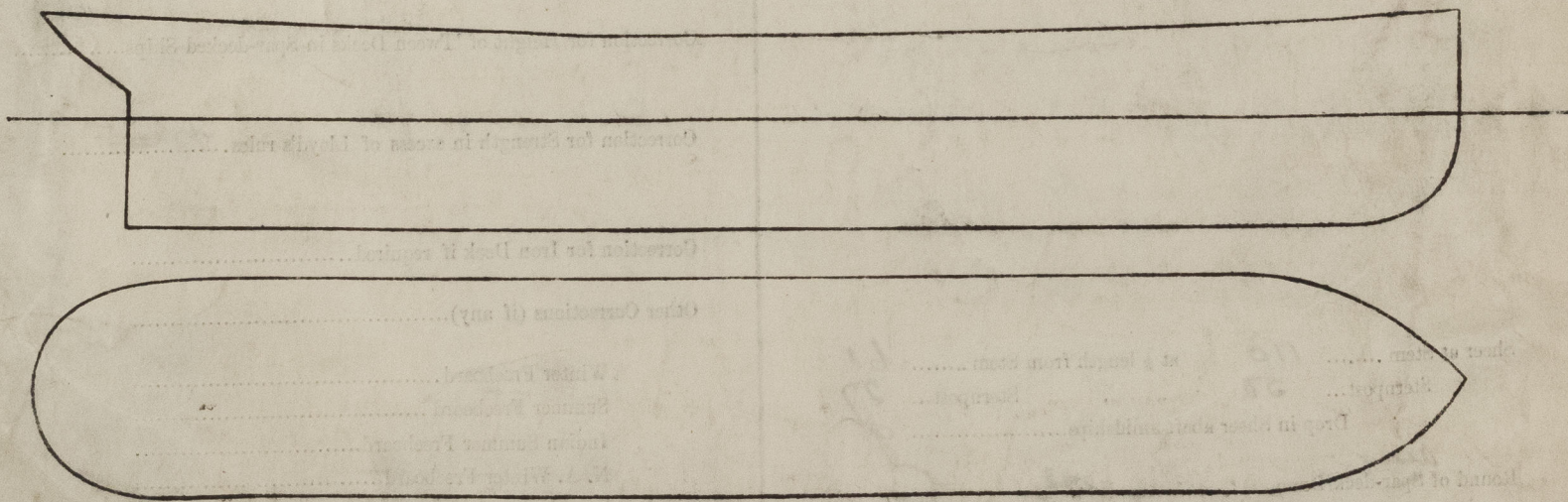
Do all the Frames extend to the top Height in the Spar deck? Yes Awning deck? Yes
 Do all the Frames extend to the top height in the Poop? Bridge House? Forecastle? Yes
 To what height do the Reverse Frames extend? Main B.A. frames to 2nd & up' DR. altern. & inter frames all to living DR
 Has the Poop 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, Stue deck houses on living DR
 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.		No. 2.		No. 3.		No. 4.		No. 5.	
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	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
SHIFTING BEAMS OR WEB PLATES.	Number	5	5	6	6	2	2	6	6	5	5
	Section and Scantlings	18x36	14x34	18x36	14x34	16x32	12x32	Same as No. 2		Same as No. 1	
	Material	2A.4.3x44	4.3.44	2A.4.3x44	4.3.44	3A.3.3x42	3.3.42	Same as No. 2		Same as No. 1	
FORE AND AFTERS.	Number										
	Section and Scantlings										
	Material										
HATCHES Thickness		3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks.....		B.A. stiffeners along all coamings as approved.									

* 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 P. Rpt. is forwarded herewith.
The foreboard, which has been marked on the model, is as assigned
to the sister vessel "Argonne" (Rob. Rpt. No. 1941) Lou let. 18th July 1916
A modification of the marking is enclosed

Owners The Kawasaki Kisen Kaisha

Address 1906

Fee £100

Received by me

A.S.



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