

DISCHASSED SECTION

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

Rpt. No. 2803.

Argonne 2507A
Sweden Maru 28984

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

Port of Survey Kobe.
Date of Survey 2nd Feb. 1920
Name of Surveyor A. Watt.

Kawasaki Dockyard Co. No. 495

Ship's Name: S/S. "CHINA MARU"
Port of Registry and Nationality: KOBE JAPANESE
Official Number: 26215
Gross Tonnage: 5869.86
Date of Build: 1920

Particulars of Classification:
100A1, AWNING DECK RECOMMENDED.

Registered Length	BREADTH	DEPTH	UNDER DECK Tonnage
385.0	51.0 <i>51.2 2/4</i>	25.6	4195
384.6	Frame Depth <u>9</u> Rule <u>6</u> $2 \times \frac{3}{2} = .50$	Ceiling <u>+ .20</u> Sheer <u>+ .88</u> Level tank	Peak Tanks <u>Incl.</u>
384.6	50.50	26.68	4195

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.

Amount of fineness81
Modification necessary [para. 4 (a) to (e)] } .02 C.D.B.
Amount as corrected79

CORRECTION FOR LENGTH:—
Length of Ship on Load Line..... 384.6
Length in Table..... 336.0
Difference..... 48.6

Correction for 10ft..... 1.4
 \times Difference $\div 10 =$ 6.8
3.4
3.4
3.4
3.4

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

particulars—
Three steel decks
Topside plating increased in thickness
deep bull angle framing and 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"
3'-11 3/4"
Correction for Height of 'Tween Decks in Spar-decked Ships..... \checkmark

Correction for Strength in excess of Lloyd's rules..... 2'-0"
1'-11 3/4"

Correction for Iron Deck if required..... - 3 1/2"
Other Corrections (if any) MEASURED FROM AWNING DECK + 8'-0"

Freeboard at Stem 110 at length from Stem..... 61
Sternpost... 50 " " Sternpost... 27
Drop in Sheer abaft amidships..... 0

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

AWNING
Height 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 or iron deck with side + 1 3/4"

Length	Height	State if open or closed at ends.
Castle.....	x	
Deck.....	x	
.....	x	

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

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—
15.6.20
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.

MARKING FORM
28 DEC 1921
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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 B.A. FRAMES TO 2ND UPPER DKS. ALTERNATELY AND INTERMEDIATE FRAMES TO AWNING DK.

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 HOUSES 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?

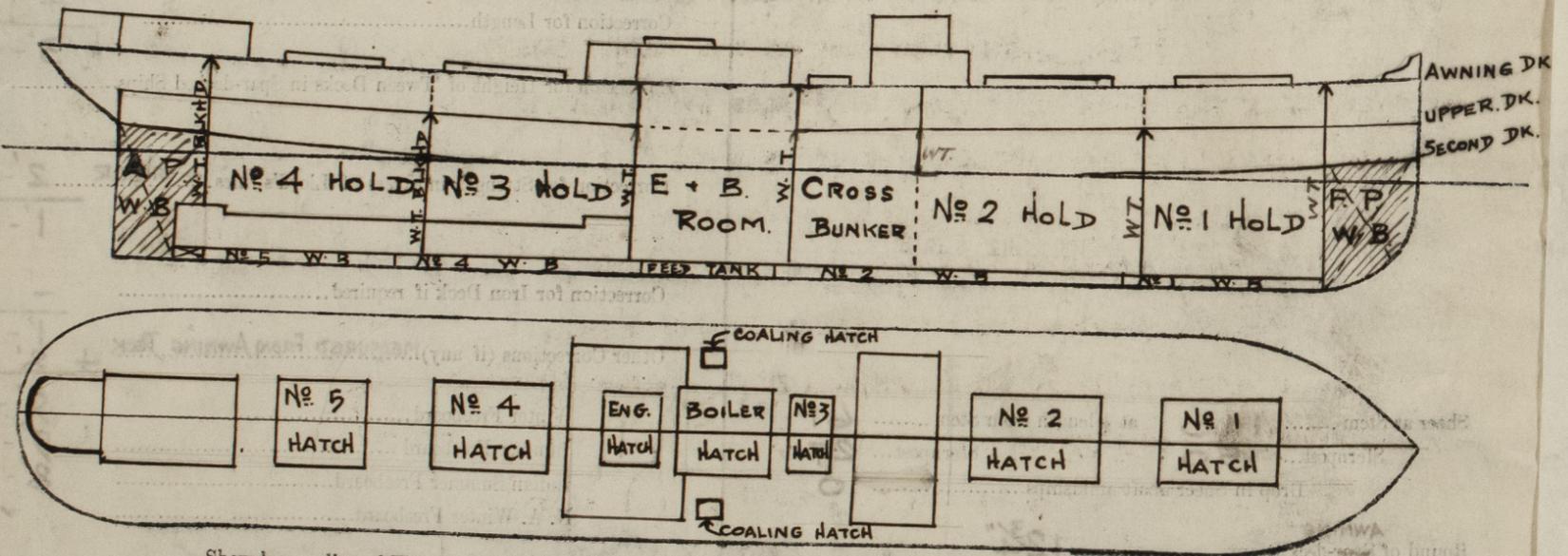
Give thickness of plating; scantlings and spacing of Stiffeners

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							
	Thickness	Sides.....	44	44	SAME AS No 1	SAME AS No 1	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
	Section and Scantlings.....	18" x 36	14" x 34	18" x 36	14" x 34	16" x 32	12" x 32	SAME AS No 1	SAME AS No 1	SAME AS No 1
	Material.....	2A 4x3x44 + 6 FLANGE	4x3x44	2A 4x3x44 + 6 FLANGE	4x3x44	2A 3 1/2 x 3 1/2 x 42 + 6 FLANGE	3 1/2 x 3 x 42	SAME AS No 1	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.....	ALL COAMINGS STIFFENED BY HORIZONTAL BULB ANGLES									

* 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, etc., etc.

State any special features in the construction of the Vessel. The First Entry Report is forwarded.
The Treboard recommended & marked is the same as assigned to the sister vessel "Argonne" (Kobe Rpt No 1944), London letter Feb 18th 1916
Assignment letter March 13th 1916. Verification form is enclosed.

Owners The Kawasaki Kisen Kabushiki Kaisha
 Address Kobe

Fee Yen 14.00 Received by me all

