

Preliminary  
28685

Rpt. 11c.

Index No. 28685

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# Lloyd's Register of British & Foreign Shipping.

## SURVEYS FOR FREEBOARD.

No. 1332

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

Port of Survey NAGASAKI.

Date of Survey 12th August, 1921.

Name of Surveyor R. Crawford.

bishi Josen Kaisha, No. 344

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>KAL MARU</u>	<u>Osaka, Japanese.</u>		<u>5243.14</u>	<u>1921</u>	<u>*100AI, Shelter deck with Freeboard contemplated.</u>

LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
<u>400</u>	<u>50 Mld</u> <u>50.22 ex</u>	<u>30 Mld</u> <u>27.54 to tank top</u>	<u>4079.48</u>
<u>399.75</u>	Frame Depth Rule " <u>6</u> <u>3</u>	Ceiling <u>fitted</u> Sheer <u>+ .59</u> <u>.60</u> <u>Level tank</u>	Peak Incl Tanks
<u>399.75</u>	<u>49.72</u>	<u>28.12</u>	<u>4079.48</u>

Moulded Depth as measured 22'-0" Upper  
" " " 30'-0" Shelter  
" " " " Deck.

Efficient of fineness ..... .73 Block coeff.  
modification necessary } C.D.B. .676  
Para. 4 (a) to (e) ]  
Efficient as corrected ..... .71 to S.Dk.  
say .70 to U.Dk.

Allowance for strength in excess of Lloyd's rules = 34 1/2"

Particulars—

Complete steel decks & bridge deck

bulb angle framing, Strengthened

des.

T. Bulkheads, 7 to Sh. Dk & After

board to Up Dk.

CORRECTION FOR LENGTH:—  
Length of Ship on Load Line..... 399.75  
Length in Table ..... 264  
Difference..... 135.75  
Correction for 10ft..... .6  
× Difference ÷ 10 = 8.14  
+ 8 1/4"

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 C ..... 1'-8"  
Correction for Length..... + 8 1/4"  
2'-4 1/4"  
Correction for Height of 'Tween Decks in Spar-decked Ships } 7'-11 1/2"  
from top of rule wood Up Dk to } 10'-3 3/4"  
top of 3" Sheathing on Shelter } - 2'-10 1/2"  
Correction for Strength in excess of Lloyd's rules..... 7'-5 1/4"

Correction for Iron Deck if required..... ✓  
Other Corrections (if any) for reduction in 1/2"  
thickness of wood sheathing in Bridge Space.  
Winter Freeboard.....  
Summer Freeboard.....  
Indian Summer Freeboard.....  
N. A. Winter Freeboard.....  
7'-4 3/4"

Correction necessary because clearside amidships measured  
in accordance with the Statute is not taken at inter-  
section of the wood or iron deck with side 1 3/4"

Winter Freeboard from Deck Line .....  
Summer " " " .....  
Indian Summer " " " .....  
N. A. Winter " " " .....  
2 1/2" Sheathing shelter. 7'-6 1/2" for all seasons.  
5 1/2"

39.5 = 41.82 21.85 = 60  
.05 = 49.91 36  
21.85  
mean 41.8  
mean 39.5  
at Stem ..... 96.5 at 1/2 length from Stem ..... 53.4  
Sternpost... 45.5 " " " Sternpost... 25.6  
Drop in Sheer abaft amidships.....  
Shelter  
and of Shelter Beam..... 12 1/2"  
" Main-deck " .....  
Length × Height. State if open or closed at ends.  
castle ..... 46.42 × 7'-6" } on Shelter Deck.  
ge ..... 126.66 × 8'-0" }  
p..... / × /  
FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (iron) Deck:—  
18.11.21  
Fresh Water Line above centre of Disc ...  
Indian Summer Line " " " ...  
Winter Line below " " " ...  
Winter North Atlantic Line " " " ...

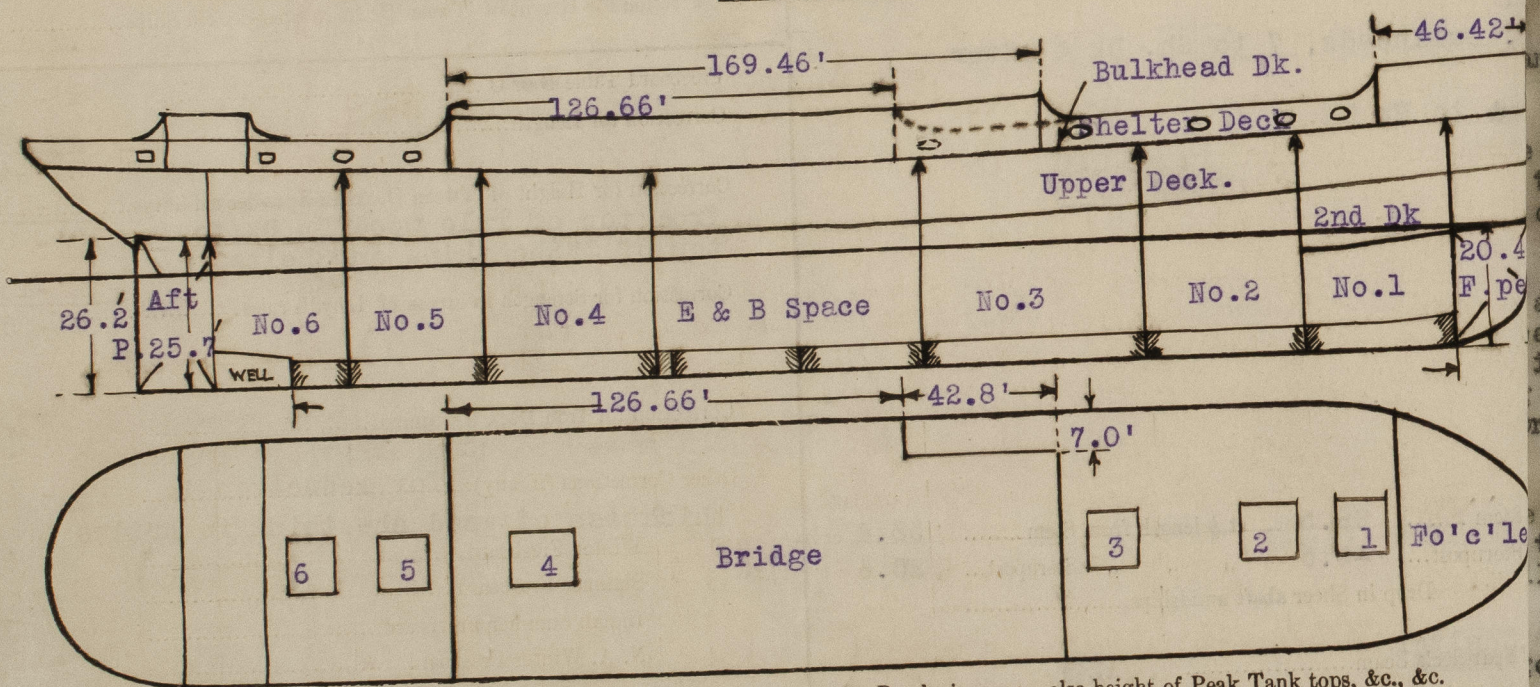
NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.  
All vessels 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 <sup>Shelter</sup> ~~Spar~~ deck? yes Awning deck? /  
 Do all the Frames extend to the top height in the Poop? / Bridge House? yes Forecastle? yes  
 To what height do the Reverse Frames extend? Deep bulb angle framing.  
 Has the Poop an efficient Iron Bulkhead at the fore end? /  
 Give particulars of the means for closing the openings in Bulkhead / Has the Bridge House an efficient Bulkhead at the fore end? yes  
 Is the Poop connected with the Bridge House? /  
 Give particulars of the means for closing the openings in Bulkhead Steel W. T. Doors.  
 What is the thickness of the Bridge Front plating? .40 and Coaming plate? .44  
 Give scantlings and spacing of the Stiffeners 8" x 3 1/2" x .64 B. A. spaced 30" apart.  
 Are bracket plates fitted at each end of the Stiffeners? yes Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? yes  
 Has the Bridge House an efficient Iron Bulkhead at the after end? yes  
 How are the openings closed? Non W. T. Steel Doors.  
 Is the Forecastle at least as high as the main or top-gallant rail? yes Has the Forecastle an efficient Iron ~~Wood~~ Bulk'd. at after end? yes  
 Are the Engine and Boiler openings covered by a Bridge, ~~Deck~~ yes  
~~covered 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 / Are suitable means provided for closing all openings in them in bad weather? yes  
 What is the height of the exposed Casings? /  
 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:— yes

Position and Size.	No. 1, 14'-3 1/2" x 14'-0"		No. 2, 20'-5 x 14'-0"		No. 3, 12'-3 x 14'-0"		No. 4, 10'-2 1/2 x 14'-0" on Bridge Dk.		No. 6, 14'-0" x 14'-0"
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.
COAMING: Height above top of DECK	24	As	24	As	24	As	18"	As	24
Thickness { Sides.....	.44	Approved	.44	Approved	.44	Approved	.44	Approved	.44
Ends.....	.44		.44		.44		.44		.44
SHIFTING BEAMS { Number.....	2	11 1/2 x .32 angles 3x3x.42	3	12 1/2 x .32 angles 3x3x.42	2	11 1/2 x .30 angles 3x3x.42	1	plate 11 1/2 x .30 angles 3x3x.42	2
Section and Scantlings.....	11 1/2 x .32		12 1/2 x .32		11 1/2 x .30		11 1/2 x .30		11 1/2 x .32
Material.....	3x3x.42		3x3x.42		3x3x.42		3x3x.42		3x3x.42
FORE AND AFTERS { Number.....	None	None	X	None	X	None	X	None	Y
Section and Scantlings.....	None		None		None		None		None
Material.....	None		None		None		None		None
HATCHES Thickness.....	3"		3"		3"		3"		3"
Remarks.....	Good		Good		Good		Good		Good

\* 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 Deep bulb angle framing.

The hatchway supports on shelter deck are in accordance with Table A, See 32, of the and there are no scuppers or other openings cut in the vessel's sides to affect the of the loadline disc. ✓

The lines and arrangement plans of Sub-division have been verified by actual measure are forwarded under separate cover. ✓

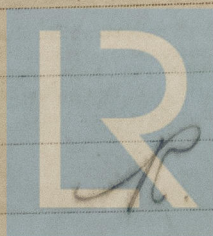
There are 5 freeing ports forward on port side and 4 on starboard, and 4 aft on both all 3'-0" x 18". ✓

Owners Osaka Shosen Kaisha, Ltd.,

Address Osaka, Japan.

Fee Yen, 150:00

Received by me See 1st page.



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