

SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES, HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, OR BRIDGE HOUSE.

Port of Survey Kobe

Date of Survey

Name of Surveyor

Delete words which do not apply.

Kawasaki Dockyard No. 416

Ship's Name. S.S. Hankow Maru	Gross Tonnage. 1104	Official Number. 25151	Type of Ship. awning Deck	Date of Build. 1919	Particulars of Classification. +100 A1. awning Dk. with freeboard-recom?
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Registered Length as shown by ship's register. 315 Breadth 48 Depth 30 to awning 22 to upper

Length on Loadline 311.84

Depth Greatest 48.1

Name Depth 10 Rule 1885 6.5

Breadth Corrected 311.84 x 1.51 = 47.59 ft.

Depth 27.67 Tons 3613 Correction for excess or deficiency of Gradual Sheer (Para. 3) +.02 hogging and. Dk. +.01

Depth to be used 27.70 ft. x 100

3613 x 100 = 796 311.84 x 47.59 x 27.70

Co-efficient of fineness .796

Any modification necessary [Para. 4 (a) to (e)\*] .02 for C.D.B.

Co-efficient as corrected .776 say .78

Sheer at Stem 66 Sternpost 33 99 ÷ 2 = 49.5 Mean 50.4 44.48 36 5.92

Sheer at 1/2 of the length from Stem 34 Sternpost 18.5 55.5 ÷ 2 = 27.75 Mean 36 5.92 16

Gradual Sheer 49.5 Correction 50.5 Standard Sheer (Table, Para. 18) 44.548 Difference 5.02 ÷ 4 = -1.25"

Rise in Sheer from amidships [Para. 18 (e)] At front of bridge house 2.5 At after end of forecastle 10.5

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C 4'-3 1/4" Correction for Length, if required (Para. 12 and 13) 1' Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) 4'-3 1/4" Difference 3'-0 1/2"

Percentage as below 23.25% of 36 1/2" = 8 1/8" 37

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11 - 8 1/4"

Length.	Length allowed.	Height.
Forecastle 32.21	38.21	4'-6"
Bridge House 73.50	73.50	4'-6"
† Raised Qr. Dk. ✓		
Poop 16.71	16.71	4'-6"
Total	128.42	= 37.2
Length of Ship	311.84	

Corresponding percentage (Para. 11, 12, 13) 23.25%

Fresh Water Line	above centre of Disc	6'-3" from 1/4 above deck at side
Indian Summer Line	" " "	6"
Winter Line	below " "	5"
Winter North Atlantic Line	" " "	5"

† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.

Moulded Depth as measured 30'-0" to awning Dk.

Wood Dk less stringer 3 1/2

29-8 1/2

29-7 1/4

CORRECTION FOR LENGTH.

Length of Ship on Loadline 311.84 Length in Table 356.52 = 29.71 x 12 Difference 11.68

Correction for 10ft., Table A. 1.5 Table C. .8 x Difference divided by 10 = 1.75 (if required.) .93

If 1/10ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12 - 1 3/4" - 1" ✓

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered Allowed for in Thickness of usual wood deck, less stringer. Mld depth under Rule for awning Dk. vessels.

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships 48'-0" Round of Beam 1 1/2" Normal round 1 1/2" Difference Normal ÷ 2 = ✓

Proportion of Deck uncovered (Para. 19) 216.42 / 344.84 = .63

Freeboard, Table A 7'-6 5/8" Correction for Sheer - 1 1/4" 7'-4 3/4" Correction for Length 1 3/4" 7'-3 1/4" Allowance for Deck Erections - 8 1/4" 6'-6 1/2"

Correction for Round of Beam Normal ✓

Correction for Iron Deck (if required) In mld. depth ✓

Additions for non-compliance with provisions of Para. 11 (d) and (e) † ✓

Other corrections (if any) ✓

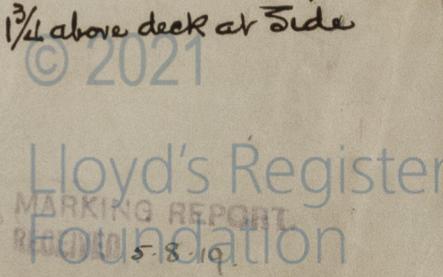
Winter Freeboard 6'-6 1/2" Summer Freeboard (6'-1 1/2" say 5'-8 1/2") Winter Freeboard Indian Seas Summer 5'-8 1/2"

Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side. 1 3/4"

Winter Freeboard from deck line § 6'-8 1/4" 7 3/4" Summer 6'-3 1/4" 2 3/4" Winter "Indian" Seas Summer 5'-10 1/4" 9 3/4"

† State dimensions of freeing ports on Deck of this form. Marked in accordance with Sec. 437, M. S. Act, 1894.

RECEIVED 3 MAY 1934



Length on Loadline ..... 344.84

Registered Dimensions from Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	345	48.20 48.0	27.67	3613
Length on LOADLINE.	344.84	Frame Depth <sup>10</sup> Rule „ <sup>6</sup> <u>4</u> — .66	Ceiling + .20 Sheer + .16 level tank	Peak Tanks
CORRECTED DIMENSIONS.	344.84	47.54	28.03	3613

Co-efficient of fineness..... .79

any modification necessary }  
[Para. 4 (a) to (e)]\* } 6.0 FB

Co-efficient as corrected ..... .77

Co-efficient as corrected .....

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50.4

DELETE WORDS WHICH DO NOT APPLY.

The Crew are, are not, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well Fore 100 ft aft 112 ft = 212 ft.  
 Area of freeing ports required by Para. 11 (e) each side of vessel 43 Sq. Ft.  
 Freeing Ports (each side of vessel)

Fore 1.6 Ft. Tenth. 4.6 Ft. Tenth. No. 3 } 22 sq. ft. Fore = 42 Sq. Ft.  
 aft 1.6 Ft. Tenth. 4.0 Ft. Tenth. No. 3 } 19 sq. ft. aft

Total deficiency = 1 Sq. Ft.

Total excess = "

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop? yes  
 Do. do. do. in the Raised Quarter Deck? ✓  
 Do. do. do. Bridge House? yes  
 Do. do. do. Forecastle? yes  
 To what height do the Reverse Frames extend? Bull Angle Frames to upper + along Decks alternately and light frames carried up.

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end? yes

Give particulars of the means for closing the openings in Bulkhead Hinged steel doors

Is the Poop or raised Quarter Deck connected with the Bridge House? no

State whether the Bridge House efficiently covers the Engine and Boiler Openings yes

Has the Bridge House an efficient Iron Bulkhead at the fore end? yes

Give particulars of the means for closing the openings in Bulkhead Hinged steel doors.

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. Stiffeners 8 1/2" x 3 1/2" x .56 spaced 30" apart

Has the Bridge House an efficient Iron Bulkhead at the after end? yes

How are the openings closed? By hinged doors

Is the forecastle at least as high as the main or top-gallant rail? yes

Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? yes steel

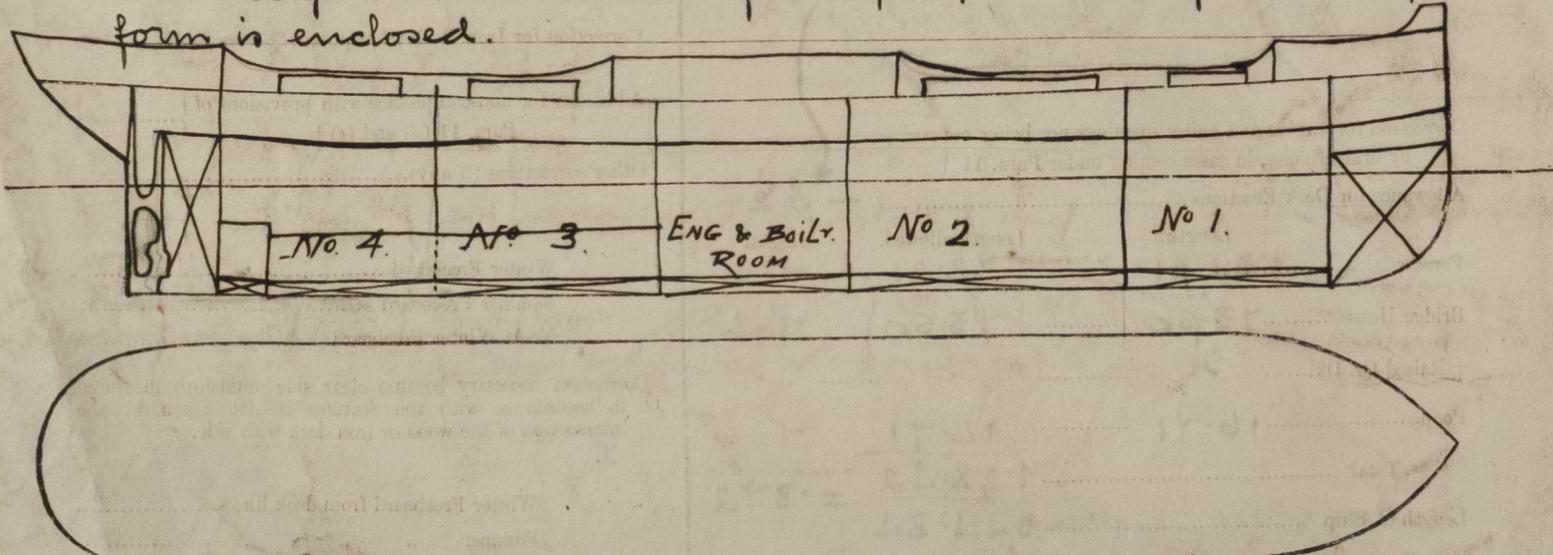
Are the Hatchways efficiently constructed? yes What is the thickness of the Hatches? 2 1/2"

State the height of the Coamings inboard? 27" outboard

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? yes

State any special features in the construction of the Vessel No. The 1st Entry Report is now forwarded

The Freeboard recommended + which has been marked on, is as assigned in London letter of 14th Sept. 1916. The Verification Report form is enclosed.



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners The Kawasaki Dockyard Co., Ltd.

Address Kobe, Japan

Fee yen 120<sup>00</sup>  
 Fee applied for 6th June 1909  
 Recd 95-6-19

Received by me [Signature]

