

DISCLOSED SECTION 28820  
TUE APR 6 1920  
Index No. 28820  
(For London Office only.)

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

Rpt. No. 2721

Denmark man  
28806  
& others

Kawasaki Dockyard Co. No. 472

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

Port of Survey Kobe.  
Date of Survey Nov. 27<sup>th</sup> 1919.  
Name of Surveyor A Watt

Ship's Name. <b>S/S. "HOLLAND MARU"</b>	Port of Registry and Nationality. <b>Kobe Japanese</b>	Official Number.	Gross Tonnage. <b>5870</b>	Date of Build. <b>1920</b>	Particulars of Classification. <b>100A1. AWNING DECK RECOMMENDED.</b>
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Registered Length from Register.	LENGTH. <b>385'0</b>	BREADTH. <b>51'0</b> <i>51.2 3/4</i>	DEPTH. <b>25'6</b>	UNDER DECK Tonnage. <b>4195</b>
Length on Deck	<b>384.6</b>	Frame Depth Rule <b>6</b> <i>2 x 3/2 = .50</i>	Ceiling + .20 Sheer + .88 <b>level tank</b>	Peak Tanks <b>Incl.</b>
Registered Breadth	<b>384.6</b>	<b>50'50</b>	<b>26'68</b>	<b>4195</b>

Moulded Depth as measured **28'0** Main Deck.  
" " " **36'0** Sparre Awning Deck.

NOTE.—If the depth is measured when vessel is afloat, the details of measurement should be reported.

Efficient of fineness ..... **.81**  
modification necessary }  
Para. 4 (a) to (e)\* } **.02** C.D.B.  
Efficient as corrected ..... **.79**

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

Correction for 10ft..... **1.4**  
× Difference ÷ 10 = **6.8** **3.4**  
**-3.4 = 3.4** **3 1/2**

Allowance for strength in excess of Lloyd's rules = **24**

Particulars—

*Deep bulb angle framing  
webs in tween decks  
strengthened topsides  
Three complete steel 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 **A** C ..... **3'8 1/4"**  
Correction for Length..... **+ 3 1/2"**  
Correction for Height of "Tween Decks in Spar-decked Ships..... **3'11 3/4"**

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) *Height of fineness SR* **+ 1'8 1/4"**  
*measured from AWNING DECK* **+ 8'0"**

Winter Freeboard..... **9'8 1/4"**  
Summer Freeboard..... **9'13 1/4"**  
Indian Summer Freeboard..... **8'7 1/4"**  
N.A. Winter Freeboard.....

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"**

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

Height at Stem ..... **110** at 1/2 length from Stem ..... **61**  
Sternpost... **50** " " " Sternpost... **27**  
Drop in Sheer abaft amidships..... **0**

AWNING  
End of Spar-deck Beam..... **12 3/4"**  
" Main-deck " ..... **12 3/4"**

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

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

<b>H 20</b>	Fresh Water Line	above centre of Disc	.....	<b>9'3 1/2"</b>
	Indian Summer Line	" " "	.....	<b>7"</b>
	Winter Line	below " " "	.....	<b>6 1/2"</b>
	Winter North Atlantic Line	" " "	.....	<b>6 1/2"</b>

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 HEIGHT  
RESERVED 1.4.20

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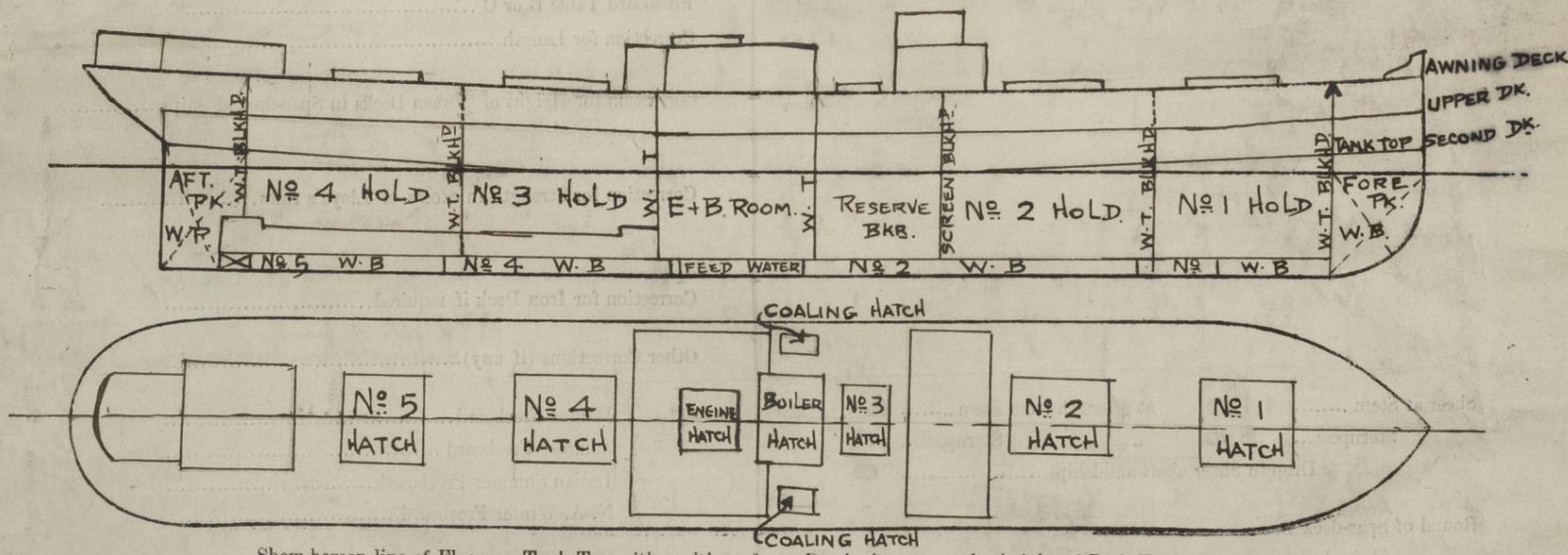
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Do all the Frames extend to the top Height in the Spar deck?  Awning deck? yes  
 Do all the Frames extend to the top height in the Poop?  Bridge House?  Forecastle?   
 To what height do the Reverse Frames extend? Main B.A. Frame to 2<sup>nd</sup> up? Also alternately + intermediate frms. 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, or enclosed by a Strong Iron or Steel Deckhouse? Steel deck houses on awning deck  
 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	4 4	4 4	Same as No. 1		Same as No. 1		Same as No. 1	
		Ends	4 4	4 4	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
	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
	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
* FORE AND AFTERS.	Number									
	Section and Scantlings									
	Material									
HATCHES Thickness	3	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, &c., &c.

State any special features in the construction of the Vessel The Trust Entry Report is forwarded.  
The freeboard recommended + marked is the same as assigned to the sister vessels "Argonne" (Kobe Report No. 1941) London Letter Febr. 18<sup>th</sup>, 1916 assignment letter March 13<sup>th</sup>, 1916. Verification form is enclosed.

Owners The Kawasaki Kisen Kabushiki Kaisha

Address Kobe

Keel No. 140.-

Received by me Feb 20 Attatt



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