Rpt. C. 11 (Comp.).

SHINSEI MARU 4334 NIKKOH MARU

24 OCT 1951

Index. No.
(For London Office only).

# Lloyd's Register of Shipping.

## SURVEYS FOR FREEBOARD.

### (COMPUTATION FOR STEAMER, SAILING SHIP, TANKER.)

| Ship's Name | Official Number | Nationality and Port of Registry | Gross Tonnage | Date of Build |
|---|---|---|---|---|
| NIPPO MARU (KAWASAKI 913) | 68201 | KOBE JAPAN | 6209 | /1951 |

Moulded Dimensions: Length 128.30 M ✓ Breadth 17.30 M ✓ Depth 9.816 M ✓

Moulded displacement at moulded draught = 85 per cent. of moulded depth 14290 KT. ✓ tons

Coefficient of fineness for use with Tables 0.753 ✓

Port of Survey KOBE JAPAN

Date of Survey OCT. 1951

Surveyor's Signature [signature]

Particulars of Classification ✠ 100 A1 (CONTEMPLATED)

**Depth for Freeboard (D).**

Moulded depth ... ... ... ... ... 9.816 M ✓

Stringer plate ... 9.5 m/m ... ... 0.0095 ✓

Sheathing on exposed deck $T\left(\frac{L-S}{L}\right)$ = ✓

Depth for Freeboard (D) = 9.826

**Depth correction.**

(a) Where D is greater than Table depth (D—Table depth) R = ✓

8.33 (9.826 − 8.553) 30 = 318 m/m ✓

(b) Where D is less than Table depth (if allowed) (Table depth—D) R = 1.273 ✓

If restricted by superstructures ✓

**Round of Beam correction.**

Moulded Breadth (B) 17.30 M ✓

Standard Round of Beam = $\frac{B \times 12}{50}$ = 0.346 ✓

Ship's Round of Beam = 0.346 M ✓

Difference 0 ✓

Restricted to

Correction = $\frac{\text{Diff}^{e}}{4} \times \left(1 - \frac{S_1}{L}\right)$ = NIL ✓

### DEDUCTION FOR SUPERSTRUCTURES.

| | Mean Covered Length (S) | Equivalent Enclosed Length ($S_1$) | Height | Height Correction | Effective Length (E) |
|---|---|---|---|---|---|
| Poop enclosed EQUIV. | 8.407 SEE SKETCH OVER | 8.407 | 2.300 M | | 8.407 |
| „ overhang | | | | | |
| R.Q.D. enclosed | | | | | |
| „ overhang | | | | | |
| Bridge enclosed | 50.150 | 50.150 | 2.450 | | 50.150 |
| „ overhang aft | | | | | |
| „ overhang forward | 10.042 | | | | |
| F'cle enclosed EQUIV. | SEE SKETCH OVER | 10.042 | 2.300 | | 10.042 |
| „ overhang | | | | | |
| Trunk aft | | | | | |
| „ forward | | | | | |
| Tonnage opening aft | | | | | |
| „ „ forward | | | | | |
| Total | 68.599 | 68.599 | | | 68.599 |

Standard Height of Superstructure 2.29 ✓

„ „ R.Q.D. ✓

Deduction for complete superstructure 1067 ✓

Percentage covered $\frac{S}{L}$ = } 53.47

„ „ $\frac{S_1}{L}$ = }

„ „ $\frac{E}{L}$ = }

Percentage from Table, Line ~~A.~~ (corrected for absence of forecastle (if required)) ✓

Percentage from Table, Line B. (~~corrected for absence of forecastle (if required)~~) 39.47

Interpolation for bridge less than ·2L (if required) ✓ ✓

Deduction = 1067 × .3947 = 421 m/m

### SHEER CORRECTION.

| Station | Standard Ordinate | S M | Product | Actual Ordinate | Effective Ordinate | S M | Product |
|---|---|---|---|---|---|---|---|
| A.P. ... ... | 1323 ✓ | 1 | 1323 | 1.268 | 1268 ✓ | 1 | 1268 ✓ |
| $\frac{1}{6}$L from A.P. ... | 588 ✓ | 4 | 2352 | .565 | 565 | 4 | 2260 ✓ |
| $\frac{2}{6}$L „ ... | 147 ✓ | 2 | 294 | .147 | 147 | 2 | 294 ✓ |
| Amidships ... | 0 ✓ | 4 | 0 | 0 | 0 | 4 | 0 ✓ |
| $\frac{2}{6}$L from F.P. ... | 294 ✓ | 2 | 588 | .286 | 286 | 2 | 572 ✓ |
| $\frac{1}{6}$L „ ... | 1175 ✓ | 4 | 4700 | 1.145 | 1145 ✓ | 4 | 4580 ✓ |
| F.P. ... ... | 2646 ✓ | 1 | 2646 | 2.580 | 2580 ✓ | 1 | 2580 ✓ |
| Total ... | | | 11903 | | | | 11554 |

Mean actual sheer aft / Mean standard sheer aft = } Deficient

Mean actual sheer forward / Mean standard sheer forward = }

Length of enclosed superstructure / L forward of amidships = >·1L } Deficient Sheers

„ „ aft of „ = >·1L }

Correction = $\frac{\text{Difference between sums of products}}{18}\left(\cdot 75 - \frac{S}{2L}\right)$ = $\frac{349}{18}(\cdot 75 - \cdot 2674)$ = $\frac{+9}{\cdot 4826}$ m/m ✓

If limited on account of midship superstructure. ✓

If limited to maximum allowance of 1½ ins. per 100 ft. ✓

**Deduction for Tropical Freeboard.**

**Addition for Winter and Winter North Atlantic Freeboard.**

Depth to Freeboard Deck = 9.826 Ft. M

Summer freeboard = 1.993

Moulded draught (d) = 7.833 ✓

Deduction for Tropical freeboard and addition for

Winter freeboard = $\frac{d}{4}$ inches = 163 m/m ✓

Addition for Winter North Atlantic Freeboard (~~if required~~) = 163 + 51 = 214 m/m ✓

**Deduction for Fresh Water.**

Displacement in salt water at summer load water line

△ = 13195 KT.

Tons per ~~inch~~ CM immersion at summer load water line

T = 19.3 KT.

Deduction = $\frac{\triangle}{40T}$ ~~inches~~ m/m

= 171 m/m ✓

**TABULAR FREEBOARD** ~~corrected for Flush Deck (if required)~~ 1981

Correction for coefficient $\frac{\cdot 753 + \cdot 68}{1 \cdot 36} = \frac{1 \cdot 433}{1 \cdot 36}$ 2087

| | + | — |
|---|---|---|
| Depth Correction ... ... ... ... ... ... | 318 | — |
| Deduction for superstructures ... ... ... ... | — | 421 |
| Sheer correction ... ... ... ... ... ... | 9 | — |
| Round of Beam correction ... ... ... ... | — | — |
| Correction for Thickness of Deck amidships ... | — | — |
| Other corrections, scantlings, etc. ... ... ... | — | — |
| | 327 | 421 |

-94

Summer Freeboard = 1993

4.12.51

**SUMMER FREEBOARD** amidships from Centre of Disc to top of Deck Line, ~~Wood~~, Steel, Deck:— 1993 ✓

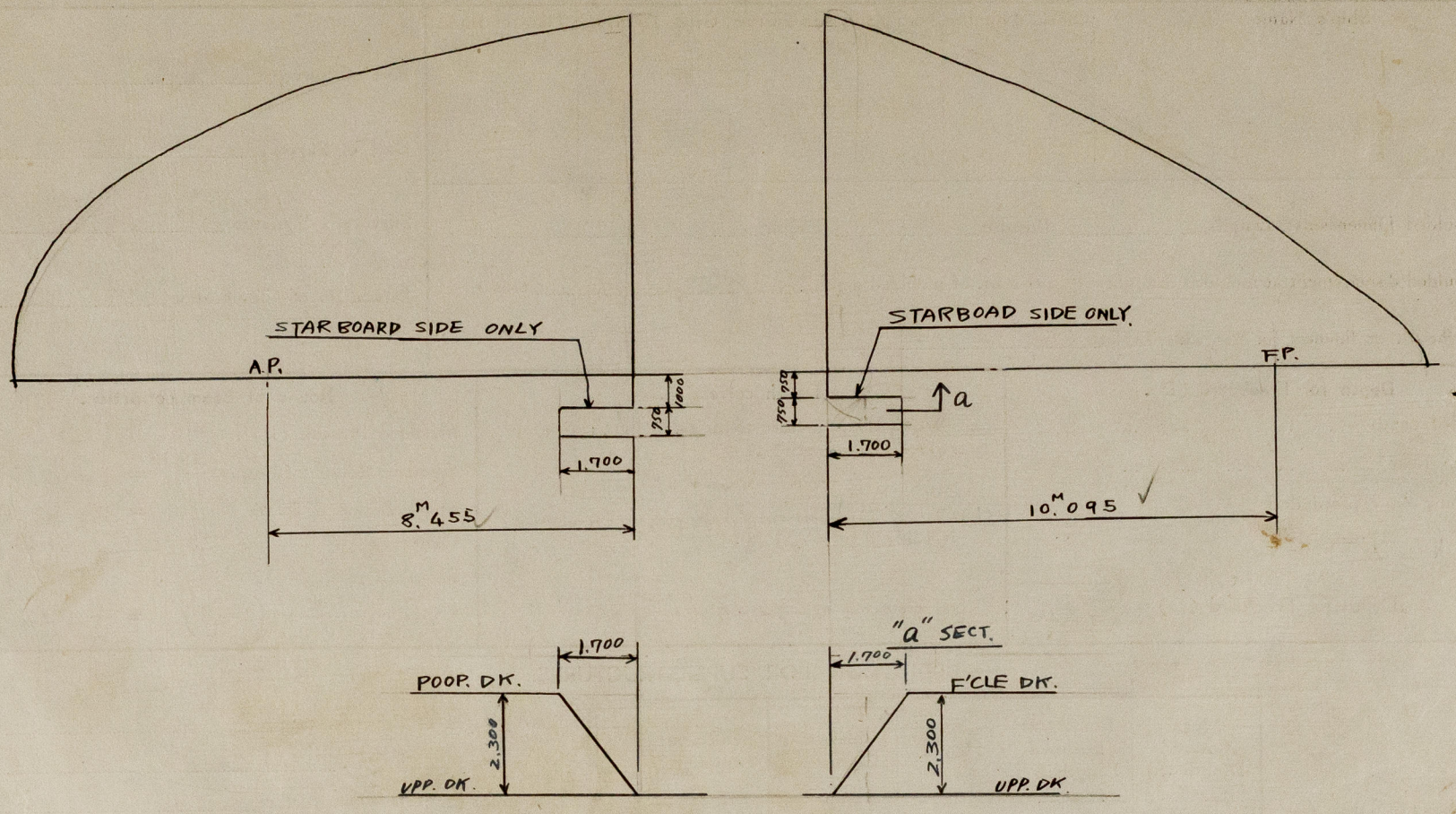
11.12.1951

| | | | | |
|---|---|---|---|---|
| Tropical Fresh Water Line above Centre of Disc ... | 334 ✓ | Tropical Fresh Water Freeboard ... | 1659 ✓ |
| Fresh Water Line „ „ ... | 171 ✓ | Fresh Water „ ... | 1822 ✓ |
| Tropical Line „ „ ... | 163 ✓ | Tropical „ ... | 1830 ✓ |
| Winter Line below „ ... | 163 ✓ | Winter „ ... | 2156 ✓ |
| Winter North Atlantic Line „ „ ... | [illegible] | Winter North Atlantic „ ... | [illegible] |

CCC-4. 50 KOBE

Nisshō Maru.

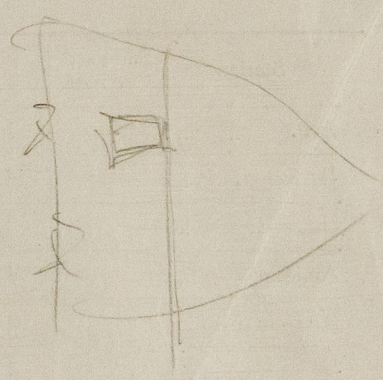
A new form should be prepared if any alterations that affect the freeboard have been made. If no such alterations have been made, the Surveyor should endorse the form on this side with his signature and the date.




Equivalent Poop = 8.455 − ½ × 17 × .75 / 15.20 = .048 → 8.407

Equivalent Fore = 10.095 + .053 − ½ × 17 × .75 / 12.0 = 10.042

$bc = \frac{\cdot 14290}{128.3 \times 17.3 \times 9.816 \times .85}^{2} = \frac{1}{1.025}$ metres$^3$ = .7529



Trade of ship Intermediate

Names of sister ships —

Builder's name and yard number KAWASAKI 913.

Owners

Fee £ : :