

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

AUG 16 1937

~~HOKUJU MARU~~ ~~HOKUZYU MARU~~
PARTICULARS RELATING TO ALL STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

Port of Survey _____
Date of Survey Dec 16th 1932
Name of Surveyor _____

CAMPDEN HILL

Ship's Name. <u>UMLAZI</u>	Port of Registry and Nationality. <u>London</u> <u>British</u>	Official Number. <u>142724</u>	Gross Tonnage. <u>4276</u>	Date of Build. <u>1918/8</u>	Particulars of Classification. <u>+100A1.</u>
Number in Register Book <u>Japanese</u>					
Registered dimensions from Ship's Register.	LENGTH. <u>380.4</u>	BREADTH. <u>49.2</u>	DEPTH. <u>26.7</u>	UNDER DECK TONNAGE. <u>3923.84</u>	Moulded Depth as measured..... <u>30'-1 1/2"</u>
Length on LOADLINE.	<u>379-10 1/2</u>	Framing Rule <u>2x-1.5</u>	Ceiling Sheer <u>fitted +.56</u>	Peak Tanks } <u>11" Framing -20 Tons</u>	Addition for Keel below base line for draught record..... inches.
CORRECTED DIMENSIONS.	<u>379.87</u>	<u>47.7</u>	<u>27.64</u>	<u>3903.84</u>	
Co-efficient of fineness.....	<u>.78</u>				
Any modification necessary [Para. 4 (a) to (e)]*	<u>C.D.B.</u>				
Co-efficient as corrected	<u>.76</u>				
Sheer at Stem.....	<u>7-5 3/4</u>	$11-1 1/2 \div 2 =$	<u>66.75</u>	Mean	<u>36 20.43</u> <u>.56</u>
at Sternpost.....	<u>3-7 3/4</u>				
Sheer at 1/3 of the length from Stem	<u>4-0 3/8</u>	$16-3 1/4 \div 2 =$	<u>37.625</u>	Mean	
at Sternpost.....	<u>2-2 3/8</u>				
Gradual mean Sheer	<u>allowed</u>		<u>67.58</u>		
Standard mean Sheer [Table, Para. 18]			<u>47.98</u>	Correction	
Difference.....			$19.60 \div 4 =$	<u>4.90</u>	
§ If limited as Para. 18 (f)				<u>-5"</u>	
Rise in Sheer from amidships [Para. 18 (e)]	At front of bridge house.....		<u>0.</u>		
	At after end of forecastle		<u>4.7.</u>		
Fall in Sheer Para. 18 (d) }		$\div 2 =$	<u>None</u>		
Length uncovered				Correction	
ALLOWANCE FOR DECK ERECTIONS :-					
Freeboard, Table C.....			<u>4-5.</u>		
Correction for Length, if required (Para. 12, 13, and 14)			<u>1 1/2.</u>		
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 11, 12, 13, and 14) }			<u>4-6 1/2</u>		
Difference			<u>7-4 1/4</u>		
Percentage as below.....			<u>2-9 3/4</u>		
			<u>28.71%</u>		
			<u>9.7</u>		
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }			<u>-9 3/4</u>		
Allowance for Deck Erections					
	Length.	Length allowed.	Height.		
Forecastle.....	<u>40.5</u>	<u>40.5</u>	<u>8'</u>		
Bridge House	<u>102.0</u>	<u>102.0</u>	<u>8'</u>		
† Raised Qr. Dk.....					
Poop.....	<u>29.5</u>	<u>29.5</u>	<u>8'</u>		
Total	<u>172.0</u>	<u>172.0</u>			
Length of Ship		<u>379.87</u>		<u>= 453.</u>	
Corresponding percentage (Para. 11, 12, 13, or 14) }				<u>28.71%</u>	
CORRECTION FOR LENGTH.					
Length of Ship on Loadline.....			<u>379.87</u>		
Length in Table			<u>361.5</u>		
Difference			<u>18.37</u>		
Correction for 10ft., Table A.			<u>1.5</u>	Table C. <u>.8</u>	
× Difference divided by 10			<u>2.755</u>	(if required.) <u>1.47</u>	
If 1/10ths length covered divide by 2			<u>2 3/4</u>	<u>1 1/2</u>	
CORRECTION FOR IRON DECK.					
Proportion covered, if less than 1/10ths length covered			<u>453</u>		
Thickness of usual wood deck, less stringer			<u>3 1/2</u>		<u>-1 1/2</u>
CORRECTION FOR ROUND OF BEAM.					
Breadth at Gunwale amidships.....			<u>47' 10"</u>		
Round of Beam			<u>12"</u>		
Normal round.....			<u>12"</u>		
Difference			$\div 2 =$		
Proportion of Deck uncovered (Para. 19)					
Freeboard, Table A			<u>7-6 1/2.</u>		
Correction for Sheer			<u>5.</u>		
Correction for Length			<u>7-1 1/2</u>		
Allowance for Deck Erections			<u>2 3/4</u>		
Correction for Round of Beam.....			<u>7-4 1/4</u>		
Correction for fall in Sheer (if any).....			<u>9 3/4</u>		
Correction for Steel Deck (if required)			<u>6-6 1/2.</u>		
Additions for non-compliance with provisions of Para. 11 (d) and (e) † }					<u>1 1/2</u>
Other Corrections (if any)					
Winter Freeboard			<u>6-5.</u>		
Summer Freeboard			<u>5-11 3/4</u>		
Indian Summer Freeboard					
N. A. Winter Freeboard					
Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or steel deck with side. }					
Winter Freeboard from deck line					<u>17-12-32</u>
Summer " " " "					
Indian Summer " " " "					
N. A. Winter " " " "					

SUMMER FREEBOARD amidships from Centre of Disc to top of Deck Line, ~~Wood~~ Steel, Deck :-

Tropical Fresh Water Line above Centre of Disc ...	<u>11 1/2'</u>	Tropical Fresh Water Freeboard ...	<u>5-11 3/4.</u>
Fresh Water Line " " ...	<u>6'</u>	Fresh Water " " ...	<u>5-0 1/4</u>
Tropical Line " " ...	<u>5 1/2'</u>	Tropical " " ...	<u>5-5 3/4</u>
Winter Line below " " ...	<u>5'</u>	Winter " " ...	<u>5-6 1/4</u>
Winter North Atlantic Line " " ...	<u>-</u>	Winter North Atlantic " " ...	<u>6-4 3/4</u>

19 DEC 1937

MARKING FORM
28 SEP 1936
RECEIVED

MARKING FORM
26 JUN 1936
RECEIVED

MARKING FORM
12 APR 1933
RECEIVED

