

## Lloyd's Register of Shipping.

THU. MAR. 25 1920

## SURVEYS FOR FREEBOARD.

RPT. N<sup>o</sup> 2715PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR  
AWNING DECKS.Port of Survey KobeDate of Survey November 1919Name of Surveyor a WattKawasaki Dockyard Co. No 471

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>S. DENMARK. MARU</u>	<u>Kobe Japanese</u>	<u>26195</u>	<u>5870</u>	<u>1919</u>	<u>100A1. AWNING DECK Recommended.</u>

Number in Register Book

Registered Dimensions from Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	<u>385.0</u>	<u>51.0</u> <i>51.2 ex.</i>	<u>25.6</u>	<u>4195</u>
Length on LOADLINE	<u>384.6</u>	Frame Depth <u>9</u> Rule " <u>6</u> <u>2 x 3/12</u> <u>= .50</u>	Ceiling <u>+ .20</u> Sheer <u>+ .88</u> <u>level tank</u>	Peak Tanks <u>incl.</u>
CORRECTED DIMENSIONS.	<u>384.6</u>	<u>50.50</u>	<u>26.68</u>	<u>41.95</u>

Co-efficient of fineness ..... .81

Any modification necessary

[Para. 4 (a) to (e)\*]

Co-efficient as corrected ..... .79 ✓C.D.B.Allowance for strength in excess of Lloyd's rules = 24

State particulars—

*Deep bulb angle framing  
strengthened topsides  
three complete steel decks.*

Sheer at Stem ..... 110 at  $\frac{1}{2}$  length from Stem ..... 61  
 Sternpost... 50 " " " Sternpost... 27  
 Drop in Sheer abaft amidships..... 0

AWNG.  
 Round of Spar-deck Beam..... 12 3/4"  
 " " Main-deck " ..... 12 3/4"

	Length	x	Height.	State if open or closed at ends.
Forecastle .....		x		
Bridge .....		x		
Peop.....		x		

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

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.

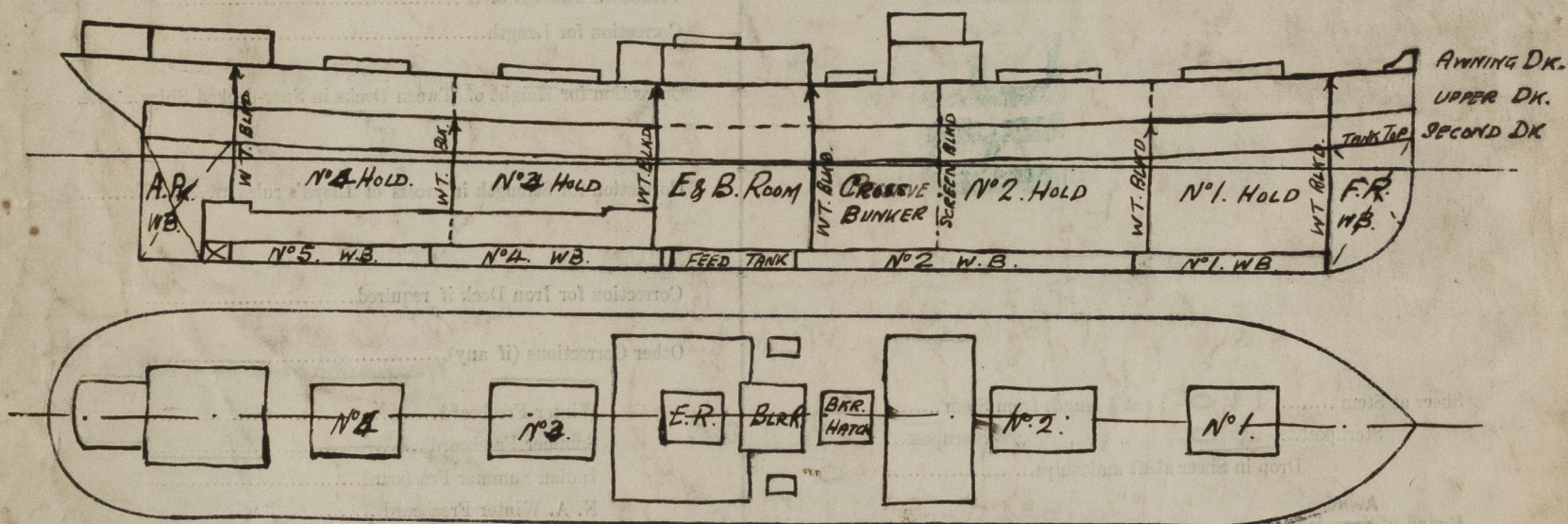
\* If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

Do all the Frames extend to the top Height in the 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 & A. Frames to 2<sup>nd</sup> Up. dks alternately + intermediate frames 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'-7½" x 18'-0"		No. 2. 31'-10½" x 18'-0"		No. 3. 12'-9" x 16'-0"		No. 4. 31'-10½" x 18'-0"		No. 5. 27'-7½" x 18'-0"	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING										
Height above top of DECK	24	24								
Sides	44	44	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
Ends	44	44								
SHEETING BEAMS OR WEB PLATES										
Number	5	5	6	6	2	2	6	6	5	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 3½x3½x42 + 6 flange	3½x3x42				
* 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 first 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 Kaishiki Kaisha.

Address Kobe

Fee Open 140.-

Received by me

Jan 23/1920.

Alatt.



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Foundation