

Rpt. 11c.

Portland Harbor  
277 60  
Jofuku Kwan 276 50  
Myanmar 250 59

D 166

07782

# SURVEYS FOR FREEBOARD.

Port of Survey Kobe  
Date of Survey March 1919  
Name of Surveyor A. L. Jones

Kawasaki Dockyard No 436

Ship's Name.  
Hingham Maru

Port of Registry  
and Nationality.  
~~Kobe~~ *Fukuoka*  
*Japanese*

Official  
Number.

Gross  
Tonnage.

Date of Build.

### Particulars of Classification.

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100A.1. Awning Deck  
contemplated.

Number in Register Book

ered as from egister.	LENGTH.  385-	BREADTH. 51.0 51.28	DEPTH.  25.6	UNDER DECK Tonnage. 4200
h on LINE	384.6	Frame Depth 9 Rule " $\frac{6}{3}$ - .5	Ceiling + .20 Sheer + .88 Level tank	Peak Tanks
CTED SIONS.	384.6	50.7	26.68	4200

Moulded Depth as measured ..... 28' 0" ..... Main Deck.  
 " " " ..... 36' 0" ..... Spar or Awning Deck.

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

-efficient of fineness ..... .81  
 any modification necessary } C.D.N.  
 [Para. 4 (a) to (e)\*]  
 -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.....: 7  
× Difference ÷ 10 = 3.4 + 35

lowance for strength in excess of Lloyd's rules = 24

ate particulars—

Three steel decks  
Topside plating increased  
in thickness  
Deep bulb angle framing  
webs in tween 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 B or C .....	3 .. 8 $\frac{1}{4}$
Correction for Length.....	+ 3 $\frac{1}{2}$
	3 .. 11 $\frac{3}{4}$
Correction for Height of 'Tween Decks in Spar-decked Ships.....	8 .. 0
	11 .. 11 $\frac{3}{4}$
Correction for Strength in excess of Lloyd's rules.....	- 2 .. 0
	9 .. 11 $\frac{3}{4}$
Correction for Iron Deck if required.....	- 3 $\frac{1}{2}$
	9 .. 8 $\frac{1}{4}$
Other Corrections (if any).....	

Winter Freeboard.....	9 .. $8\frac{1}{4}$
Summer Freeboard .....	9 .. $1\frac{3}{4}$
Indian Summer Freeboard.....	8 .. $7\frac{1}{4}$
<del>N. A. Winter Freeboard.....</del>	

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the ~~wood or~~ iron deck with side

Winter Freeboard from Deck Line .....	9 .. 10
Summer       "       "       " .....	9 .. 3½
Indian Summer       "       " .....	8 .. 9
<del>N.A. Winter</del> "       " .....	

*Dwelling* N.A. Winter,, " " .....  
 Deck Line, Wood (Iron) Deck:— 9' 3½"

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...	7
Indian Summer Line	" "	"	...	...	...	...	...	...	6½
Winter Line	below "	"	...	...	...	...	...	...	6½
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.

c.12.16 T.

I.P.T.O.

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