

Morning Dr. Vessel MON. JUN. 2-1919 dex No. (For London Office only.)  
**Lloyd's Register of Shipping.**  
SURVEYS FOR FREEBOARD.—STEAM SHIPS. *Run 1st 8 Rpt No. 2478*

Particulars relating to all steam ships either flush decked, or with 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 *Kobe*  
Date of Survey *March 1919*  
Name of Surveyor *A. L. Jones*

Ship's Name. *Washington Maru* Port of Registry and Nationality. *Kobe Japanese* Official Number. *24749* Gross Tonnage. *5863* Date of Build. *1919-3* Particulars of Classification. *+100 A1. Morning Dr recommended.*

	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
Measured from register.	385.0	51.0	25.6	4200
On LINE.	384.6	Frame Depth 9 Rule 6 3 -5 level tank	Ceiling +20 Sheer +88	Peak Tanks
NOTED SIONS.	384.6	50.5	26.68	42.00

Moulded Depth as measured. *28' 0"*  
*36' 0"*

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

Addition for Keel below base line for draught record.....inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....*384.6*  
Length in Table .....*336.0*  
Difference .....*48.6*  
Correction for 10ft., Table A. ....*1.4* Table C. ....*4*  
× Difference divided by 10 .....*6.8* (if required.) *3.4*  
If  $\frac{1}{10}$ ths length covered divide by 2 *3.4*

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{1}{10}$ ths length covered .....  
Thickness of usual wood deck, less stringer ..... *- 3½*

CORRECTION FOR ROUND OF BEAM.

NOTE.—The round of beam should be reported on the full breadth of vessel at the gunwale.

Breadth at Gunwale amidships.....*50*  
Round of Beam .....*12½*  
Normal round.....*12½*  
Difference, .....*½* ÷ 2 = .....  
Proportion of Deck uncovered (Para. 19) .....

Efficient of fineness.....*.81*  
Modification necessary {  
Para. 4 (a) to (e)]\* *.02 A.B.*  
Efficient as corrected .....*.79*

Stem.....*110* } *160 ÷ 2 = 80* ...Mean  
Sternpost.....*10*  
Stem.....*61* } *88 ÷ 2 = 44* ...Mean  
Sternpost.....*24*  
Stem.....*60*  
Standard mean Sheer [Table, Para. 18] .....*48½* Correction  
Difference.....*31½ ÷ 4 = 7½*  
Limited as Para. 18 (f) .....

Sheer in Sheer { At front of bridge house.....  
amidships {  
Para. 18 (e)] At after end of forecastle .....

all in Sheer }  
Para. 18 (d) } ÷ 2 =  
Deck uncovered ..... Correction

ALLOWANCE FOR DECK ERECTIONS:— *None*

Freeboard, Table C.....  
Correction for Length, if required (Para. 12, 13, and 14) .....  
Freeboard by Table A, corrected for sheer, and for length, {  
if required (Para. 12, 13, and 14) }  
Difference .....  
Draft as below.....

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) }  
Allowance for Deck Erections .....

	Length.	Length allowed.	Height.
Forecastle.....			
Bridge House.....			
Raised Qr. Dk.....			
Total .....			
Draft of Ship .....			
Allowing percentage { Para. 11, 12, 13, or 14) }			

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

Fresh Water Line above centre of Disc  
Indian Summer Line " " "  
Winter Line below " "  
Winter North Atlantic Line " " "

If frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside ceiling should be reported if possible.  
In obtaining an allowance for deck erections under Para. 11 (where the sheer drops abaft amidships the height of the R.Q.D. is to be taken from the level of the top of the amidship beam.  
In decked vessels the total standard mean sheer means the sheer measured at the stem and stern-post. In vessels having poops and forecastles, it means the sheer measured at points distant  $\frac{1}{10}$ th of the vessel's length from stem and stern-post.

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the wood or iron deck with side. *+ 1½*

Winter Freeboard from deck line .....*9' 10"*  
Summer " " " .....*9' 3½"*  
Indian Summer " " " .....*8' 9"*  
N. A. Winter " " " .....

*9' 3½"*

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State dimensions of freeing port area on back of this form.  
The Surveyor should state whether the fall in sheer as reported is measured relatively to the straight line of keel or to the water line. If measured relatively to water line the vessel's draft at time of survey, and also the usual load draft forward and aft should be reported.



Do all the Frames extend to the top height in the Poop? Raised Quarter Deck? Bridge House? Forecastle?

To what height do the Reverse Frames extend? *Main B.A. fms to 2<sup>nd</sup> up dks. altern + intermed. fms to awning deck*

Has the Poop or Raised Quarter Deck an efficient Iron Bulkhead at the fore end?

Give particulars of the means for closing the openings in Bulkhead

Is the Poop or Raised Quarter Deck 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, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Steel deck house*

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 24' 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 24' 7 1/2" x 18' 0"	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMINGS	Height above top of DECK	24	24	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Sides	44	44	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
	Ends	44	44	Same as No. 1		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	5
	Section and Scantlings	18" x 36	14" x 34	Same as No. 1		16" x 32	12" x 32	Same as No. 1		Same as No. 1	
	Material	2A. 4x3x.44 + 6" flange at bottom	4x3x.44	Same as No. 1		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		Horizontal B.A. stiffeners fitted to side + end coamings as approved.									

\* The depth of Fore-and Afters should be stated from the underside of the hatches in all cases.

(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.)

The following information is to be given in all Cases of vessels dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? Strake between Main and Bridge Sheerstrakes?

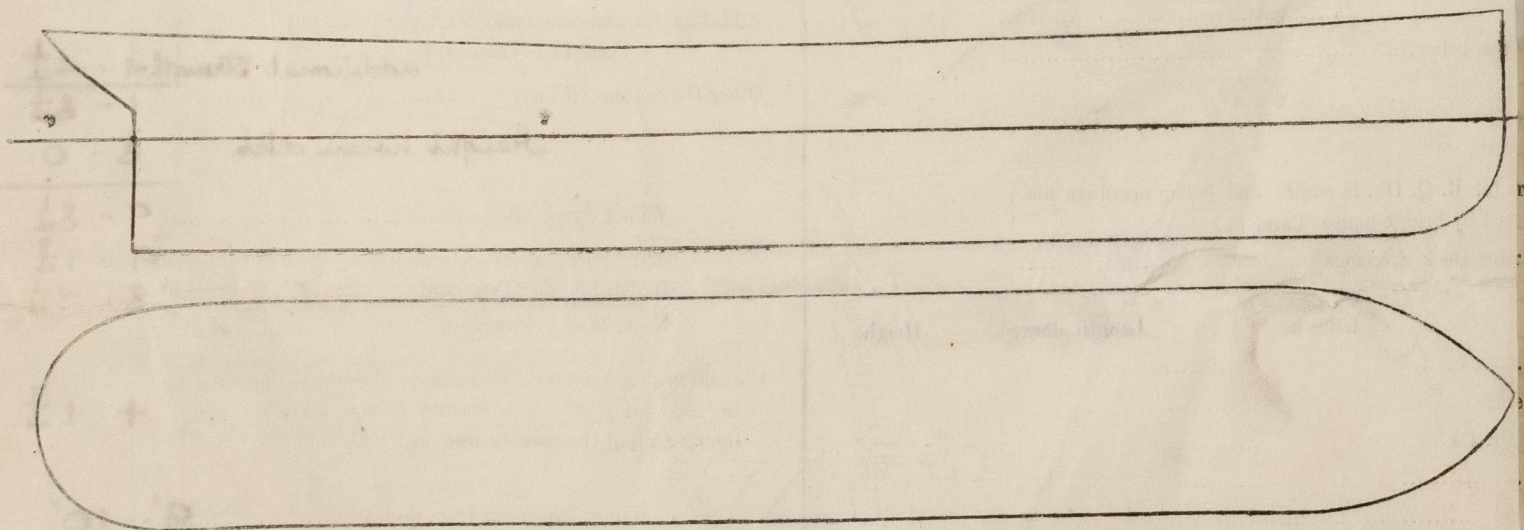
Delete the words { The Crew are, are not, berthed in the bridge house.  
that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft.	Tenths.	Ft.	Tenths.	No.	} Freeing Ports (each side of vessel) = <span style="margin-left: 100px;">Sq. ft.</span>
	x		x		
	x		x		

Total deficiency or excess = Sq. ft.



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 now forwarded*

*The Freeboard recommended + which has been marked is as assigned*  
*The sister vessel "Argonne" (Kobe Report No. 1941) London letter 18<sup>th</sup> Feby. 1916.*

Owners *The Kawasaki Dockyard Co. Ltd.*

Address *Kobe*

Fee *£/m 140<sup>00</sup>*

Received by me *March 28<sup>th</sup> 1919*

*A Verification Rpt form is en*

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