

30191

W1310-0191

Index No. 1921

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.-STEAM SHIPS. Rpt. No. 3257

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 Kobe
Date of Survey Whilst building 1919-21
Name of Surveyor H. G. House & J. G. Fry

Osaka Iron Works Innoshima Yard No. 917

Ship's Name	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>USURI MARU</u>	<u>JAPANESE</u>	<u>24539</u>	<u>6112.8</u>	<u>1921</u>	<u>100A1</u>

Registered Lengths from	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>407.25</u>	<u>51.04</u>	<u>30.02</u>	<u>5179.5</u>

Frame Depth	Rule	Sheer	Level tank
<u>2 1/2</u>	<u>6</u>	<u>3 1/2</u>	<u>31.06</u>
<u>3 1/2 x 2</u>	<u>12</u>	<u>5.8</u>	<u>30.98</u>

of fineness..... .81
ation necessary } - .02 C.D.B.
(a) to (e)* }
as corrected79

Stem 62 } 89 ÷ 2 = 44 1/2 Mean
Sternpost 27 }
an Sheer 80.9 ÷ 55 = 80.90
an Sheer [Table, Para. 18] 50.7
Difference..... 30.2 ÷ 4 = - 7 1/2
as Para. 18 (f)

At front of bridge house.....
At after end of forecastle

÷ 2 =
Correction

ALLOWANCE FOR DECK ERECTIONS :-

Table C.....	<u>5' - 6 1/4"</u>
or Length, if required (Para. 12, 13, and 14)	<u>+ 1 1/4"</u>
Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>5' - 7 1/2"</u>
.....	<u>8' - 4"</u>
below.....	<u>2' - 8 1/2"</u>
	<u>35.76</u>

R. Q. Dk. if engine and boiler openings not by bridge house (Para. 11) } - 1 1/2"
Deck Erections

Length.	Length allowed.	Height.
<u>45'-9"</u>	<u>45.75</u>	<u>7'-9"</u>
<u>137'-3"</u>	<u>137.25</u>	<u>7'-9"</u>
<u>39'-9"</u>	<u>39.75</u>	<u>7'-9"</u>
	<u>222.75</u>	<u>.547</u>
	<u>407.25</u>	

percentage {
(N, or 14) } 35.756

Recommended amidships from centre of Disc to top of Statutory Deck Line, (Iron) Deck :-
Fresh Water Line above centre of Disc
Indian Summer Line " " "
Winter Line below " " "
Winter North Atlantic Line " " "

Moulded Depth as measured..... 32'-7"

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

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>407.25</u>
Length in Table	<u>391.00</u>
Difference	<u>16.25</u>
Correction for 10ft., Table A.	<u>1.6</u> Table C. <u>0.8</u>
× Difference divided by 10	<u>2.6</u> (if required.) <u>1.3</u>
If 1/10ths length covered divide by 2	<u>+ 2 1/2</u> <u>+ 1 1/4</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than 1/10ths length covered547
Thickness of usual wood deck, less stringer 3 1/2
- 2"

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>49</u>
Round of Beam	<u>12 3/4"</u>
Normal round.....	<u>12 1/4"</u>
Difference	<u>1/2"</u> ÷ 2 = <u>1/4"</u>
Proportion of Deck uncovered (Para. 19)	<u>.453</u>

Freeboard, Table A	<u>8' - 9"</u>
Correction for Sheer	<u>- 7 1/2"</u>
Correction for Length	<u>8' - 1 1/2"</u>
Allowance for Deck Erections	<u>+ 2 1/2"</u>
Correction for Round of Beam.....	<u>8' - 4"</u>
Correction for fall in Sheer (if any).....	<u>- 1 1/2"</u>
Correction for Iron Deck (if required)	<u>7' - 4 1/2"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) ‡	<u>7' - 2 1/2"</u>
Other Corrections (if any)	<u>1 3/4"</u>

Winter Freeboard	<u>7' - 2 1/2"</u>
Summer Freeboard	<u>6' - 8 1/2"</u>
Indian Summer Freeboard	<u>6' - 2 1/2"</u>
N. A. Winter Freeboard	

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ iron deck with side. 1 3/4"

Winter Freeboard from deck line	<u>7' - 4 1/4"</u>
Summer " " "	<u>6' - 10 1/4"</u>
Indian Summer " " "	<u>6' - 4 1/4"</u>
N. A. Winter " " "	

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 draught at time of survey, and also the usual load draft forward and aft, should be reported.

RECEIVED 13 OCT 1920

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Do all the Frames extend to the top height in the Poop? yes Raised Quarter Deck? ✓ Bridge House? yes Forecastle? yes
 To what height do the Reverse Frames extend? Upper deck and alternately to forecastle deck.
 Has the Poop ~~or Raised Quarter Deck~~ an efficient Iron Bulkhead at the fore end? yes
 Give particulars of the means for closing the openings in Bulkhead Steel hinged doors
 Is the Poop ~~or Raised Quarter Deck~~ connected with the Bridge House? No Has the Bridge House an efficient Bulkhead at the fore end? yes
 Give particulars of the means for closing the openings in Bulkhead Steel hinged Water tight doors.
 What is the thickness of the Bridge Front plating? 40 and Coaming plate? 44
 Give scantlings and spacing of the Stiffeners 8" x 3 1/2" x 64" B.A. 27" + 30" spacing.
 Are bracket plates fitted at each end of the Stiffeners? yes Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? yes
 Has the Bridge House an efficient Iron Bulkhead at the after end? yes
 How are the openings closed? Steel hinged doors.
 Is the Forecastle at least as high as the main or top-gallant rail? yes Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? yes
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? Bridge 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:—

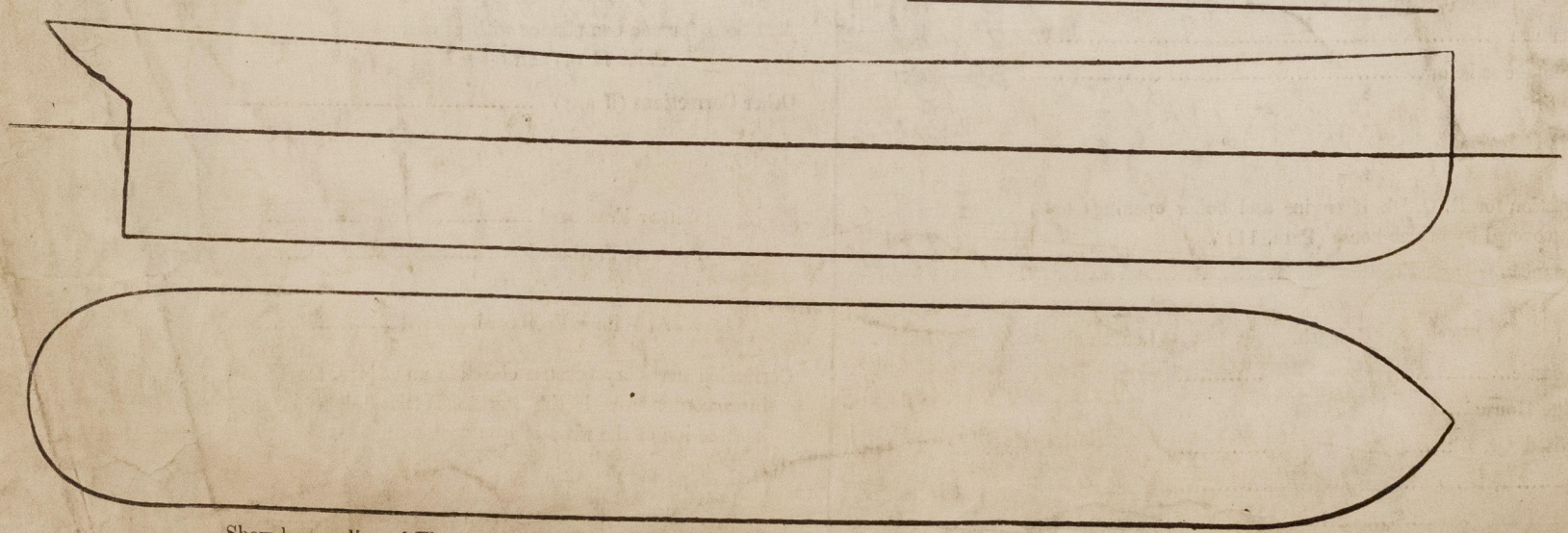
Position and Size.	No 1 27'-0" x 20'-0"		No 2 31'-6" x 20'-0"		No 3 18'-0" x 18'-0"		No 4 11'-3" x 18'-0"		No 5+6 Same as No 1.	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.										
Height above top of DECK	36	36	36	36	24	24	24	24	36	36
Thickness { Sides.....	50	50	50	50	50	50	45	45	50	50
{ Ends.....	40	40	40	40	40	40	40	40	40	40
SHIFTING BEAMS OR WEB PLATES.										
Number	5	5	6	6	3	3	1	1	5	5
Section and Scantlings	16 1/2 x 34	16 1/2 x 34	16 1/2 x 34	16 1/2 x 34	15 x 34	15 x 34	15 x 34	15 x 34	16 1/2 x 34	16 1/2 x 34
Material	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles	4 x 3 x 44 angles
* FORE AND AFTERS.										
Number	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Section and Scantlings										
Material										
HATCHES Thickness	3"	3"	3"	3"	3"	3"	3"	3"	3"	3"
Remarks.....	Double B.A on each side coaming + Sing. B.A 7 x 3 x 40 on ends.									

* 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) =	Sq. ft.
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 freeboards assigned have been marked on the vessels sides and a verification report is enclosed.
 Owners The Osaka Iron Works, Ltd.
 Address Osaka
 Loc 4 150.00
 Received by me J. G. Fry