

Index No. 28553
(For London Office only.)

FBI-2-JAN 1920

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.

~~Rpt. 2647.~~

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING SPAR OR
AWNING DECKS.

Port of Survey Kobe.
Date of Survey Oct. 1919.
Name of Surveyor A. Watt.

Kawasaki Dockyard Co. No. 467

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
Yasaka Maru	Kobe Japanese	26168	5863	1919	100A1 ANNING DECK RECOMMENDED

per in Register Book

RED FROM GISTER.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK Tonnage.
	385.0	51.0 51.2 $\frac{2}{4}$	25.6	4200
on ONE	384.6	Frame Depth 8 Rule " $\frac{6}{2}$ - .33 level tank	Ceiling +20 Sheer +88	Peak Tanks
TED IONS.	384.6	50.87	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 fineness81 ✓
modification necessary } - .02 C.D.B.
[Para. 4 (a) to (e)*]
efficient as corrected79

	CORRECTION FOR LENGTH:—
Length of Ship on Load Line.....	384.6 ✓
Length in Table	336.0 ✓
Difference.....	48.6 ✓
Correction for 10ft.....	
× Difference ÷ 10 =	

allowance for strength in excess of Lloyd's rules = 2 - 0

ate particulars—

deep bulk angle framing
strengthened to sides
three complete steel 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 ¹ / ₄ "
Correction for Length	+ 3 ¹ / ₂ "
	<hr/> 3'-11 ³ / ₄ "
Correction for Height of 'Tween Decks in Spar-decked Ships.....	

Correction for Strength in excess of Lloyd's rules. ~~... SHEET ...~~ $\frac{2' - 0''}{1' - 11\frac{3}{4}''}$

Correction for Iron Deck if required..... $- 3\frac{1}{2}"$
 Other Corrections (if any) HEIGHT ABOARD TWEEN DECK + $\frac{1' - 8\frac{1}{4}"}{8' - 0"}$

Winter Freeboard.....	9' - 8 1/4"
Summer Freeboard.....	9' - 1 3/4"
Indian Summer Freeboard.....	8' - 7 1/4"
N. A. Winter Freeboard.....	

Correction necessary because clearside amidships measured
in accordance with the Statute is not taken at inter-
section of the ~~wood~~ on iron deck with side

+ 1 3/4"

Winter Freeboard from Deck Line	9' - 10"
Summer " " "	9' - 3 1/2"
Indian Summer " "	8' - 9"
N.A. Winter " " "	9' - 3 1/2"

~~N.A. Winter~~,
Deck Line, ~~Wood~~ (Iron) Deck:—

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

Fresh Water Line	above centre of Disc	6 1/2"
Indian Summer Line	" " " " " "	6 1/2"
Winter Line	below " " " " " "	
Winter North Atlantic Line	" " " " " "	

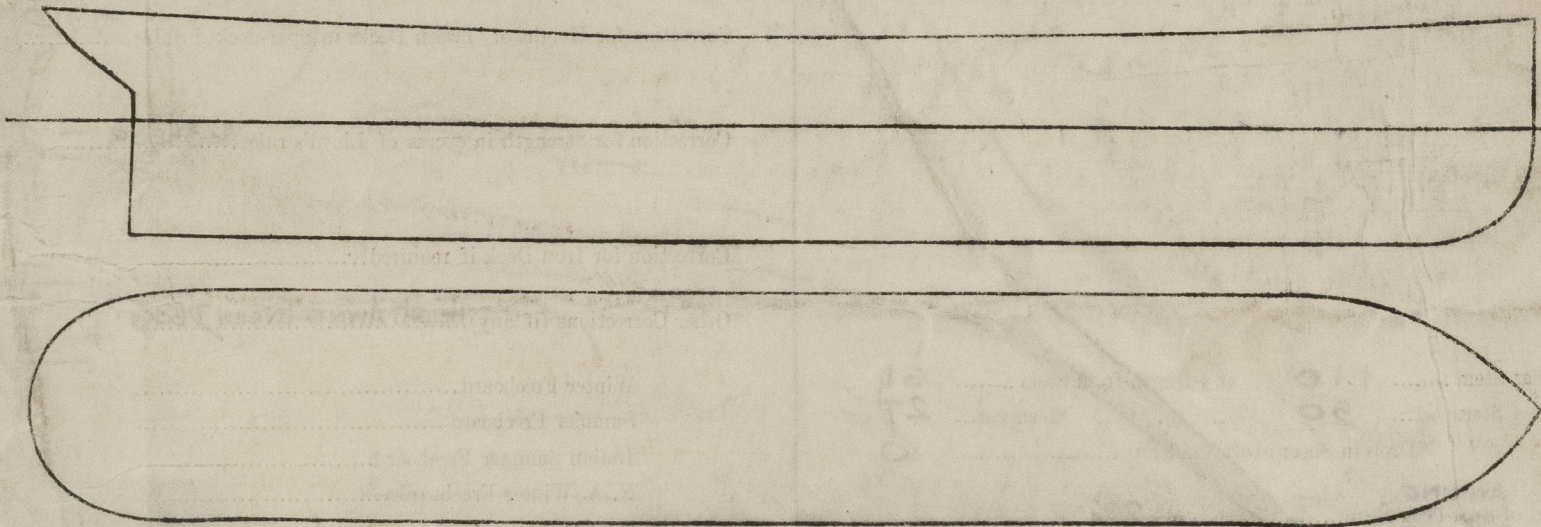
NOTE.—All vessels equal in strength to Lloyd's Spar-decked rule, or which, although in excess of that rule, do not come up to Lloyd's requirements for Ships of full scantlings to the upper deck, are to be considered as Spar-decked Ships, the freeboard for which will vary with their strength.
All vessels 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 any 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 B.A. Frames to 2nd Upper 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, Steel deck houses on awning deck
 or enclosed by a Strong Iron or Steel Deckhouse?
 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								
	Thickness {	Sides.....	44	Same as No. 1		Same as No. 1		Same as No. 1		Same as No. 1	
		Ends.....	44								
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	18" x 36	14" x 34	16" x 32	12" x 32	Same as No. 1		Same as No. 1	
	Material	2A. 4" x 3" x 44 + 6 flange	4" x 3" x 44	2A. 4" x 3" x 44 + 6 flange	4" x 3" x 44	2A. 3½" x 3" x 42 + 6 flange	3½" x 3" x 42				
* 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 vessel "Argonne" (Kobe Rpt. No. 1941) London letter Febr. 18th 1916. assignment letter March 13th, 1916. Verification form is enclosed.

Owners The Kawasaki Kisen Kabushiki Kaisha

Address Kobe

Fee Yen 140.- : Received by me allatt.



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