

shown by ship's register.)  
 Length on Loadline ..... **344.84**

* Registered dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<b>345</b>	<b>48.2 m. 48.0</b>	<b>27.67</b>	<b>3613</b>
Length on LOADLINE.	<b>344.84</b>	Frame Depth <b>9 1/2</b> Rule " <b>6</b> <b>3 1/2 level</b> <b>- .58 tank</b>	Ceiling <b>+ .20</b> Sheer <b>+ .16</b> <b>level</b>	Peak Tanks
CORRECTED DIMENSIONS.	<b>344.84</b>	<b>47.62</b>	<b>28.03</b>	<b>3613</b>

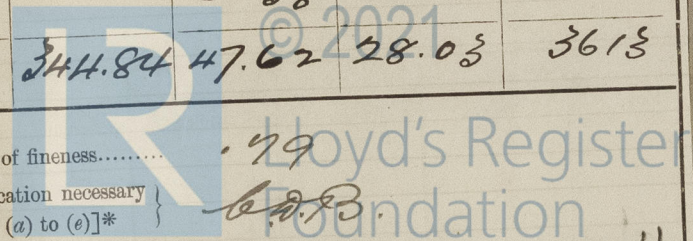
Co-efficient of fineness..... **.79**

Any modification necessary } **6.8.83**

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

Co-efficient as corrected ..... **.77.**

**0056 1/2**





# Lloyd's Register of British & Foreign Shipping

## SURVEYS FOR FREEBOARD.

PARTICULARS IN RESPECT OF STEAM SHIPS WITH TOP GALLANT FORECASTLES,  
~~HAVING LONG POOPS OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSE,~~  
 OR SHORT POOP AND BRIDGE HOUSE DISCONNECTED, ~~OR BRIDGE HOUSE~~

Delete words which do not apply.

Port of Survey KOBE.  
 Date of Survey 28<sup>th</sup> Apr. 1919.  
 Name of Surveyor A. Watt.

Particulars of Classification.

Ship's Name. S/S. SHANGHAI MARU (N°415.)

Gross Tonnage.

4104

Official Number.

25450

Type of Ship.

Awning Deck

Date of Build.

1919.

+100 A1. Awning Deck  
 with freeboard - recomd.

Number in Register Book

Registered Length as shown by ship's register.

345'

Breadth 48'

Depth

30 to Gun Deck  
 22 to 44 Deck

Moulded Depth as measured

30'0" to Gun Deck

Wood dk less stringer 3 1/2

29-8 1/2

29-7 1/4

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

Length on Loadline

344.84

Greatest breadth

48'0"

Frame built 9 1/2

Rule 1855 6 1/2 day

3 x 2 = 5 ft

47.6 ft corrected.

Tons and Dk. 3613

Correction for excess or deficiency

Gradual Sheer (Para. 8)

27.70

Depth to be used

27.70

3613 x 100

344.84 x 47.6 x 27.70 = 796

Efficient of fineness

.02

Modification necessary

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

Efficient as corrected

.776 say .78.

Sheer { Stem... 66  
 at { Sternpost... 33

99 ÷ 2 = 49.5 Mean  
 3613.9

Sheer at 1/8 of the length from { Stem 37  
 Sternpost 18 1/2

55.5 ÷ 2 = 27.75 Mean  
 49.5

Gradual Sheer

Standard Sheer (Table, Para. 18)

Difference

5.02

÷ 4 = -1 1/4"

Rise in Sheer

from amidships

[Para. 18 (e)]

At front of bridge house

2.5

At after end of forecastle

40.5

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C

Correction for Length, if required (Para. 12 and 13)

Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13)

Difference

Percentage as below

23.25% of 36 1/2" = 8.48"

Correction for engine and boiler openings not being covered by bridge house, in cases coming under Para. 11

Allowance for Deck Erections

Length.

Length allowed.

Height.

Forecastle

Bridge House

† Raised Qr. Dk.

Poop

Total

Length of Ship

Corresponding percentage

(Para. 12, 13, 14)

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

Fresh Water Line

Indian Summer Line

Winter Line

Winter North Atlantic Line

Fresh Water Line

Indian Summer Line

Winter Line

Winter North Atlantic Line

Fresh Water Line

Indian Summer Line

Winter Line

Winter North Atlantic Line

Fresh Water Line

Indian Summer Line

Winter Line

Winter North Atlantic Line

Fresh Water Line

Indian Summer Line

Winter Line

Winter North Atlantic Line

CORRECTION FOR LENGTH.

Length of Ship on Loadline

Length in Table

Difference

Correction for 10ft., Table A

× Difference divided by 10

If 1/10ths length covered divide by 2 for vessels coming under Para. 11 and Para. 12

Correction for Iron Deck.

Proportion covered, if less than 1/10ths length covered

Thickness of usual wood deck, less stringer

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships

Round of Beam

Normal round

Difference

Proportion of Deck uncovered (Para. 19)

Freeboard, Table A

Correction for Sheer

Correction for Length

Allowance for Deck Erections

Correction for Round of Beam

Correction for Iron Deck (if required)

Additions for non-compliance with provisions of

Para. 11 (d) and (e) †

Other corrections (if any)

Winter Freeboard

Summer Freeboard

N.A. Winter Freeboard

Correction necessary because clear side amidships measured in accordance with the Statutes is not taken at the intersection of the wood or iron deck with side.

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

Winter Freeboard from deck line §

Summer " " " "

N.A. Winter " " " "

Indian Seas Summer

† If the frames skin planking or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.  
 ‡ In vessels 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.



DELETE WORDS WHICH DO NOT APPLY.

The Crew are, are not, berthed in the bridge house.

The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well *Fore 100ft Aft 114ft = 214ft*  
Area of freeing ports required by Para. 11 (e) each side of vessel *43* Sq. Ft.  
Freeing Ports (each side of vessel)

Ft.	Tenths.		Ft.	Tenths.	No.	} <i>22 sq ft Fore</i> <i>19 sq ft Aft</i> = <i>42</i> Sq. Ft.
<i>Fore 1'6</i>	<i>× 4'6</i>	<i>× 3</i>				
<i>Aft 1'6</i>	<i>× 4'0</i>	<i>× 3</i>				

Total deficiency = *1* Sq. Ft.

Total excess =

Vertical distance from bottom of keel or from top of deck at side amidships to lower edge of lowest side scuttle.

(N.B.—This dimension need not be reported unless the sill of the lowest side scuttle would be less than 6 inches above the Indian Summer Load Line if assigned under the tables.)

Do all the Frames extend to the top height in the Poop? *Yes*

Do. do. do. in the Raised Quarter Deck? *✓*

Do. do. do. Bridge House? *Yes*

Do. do. do. Forecastle? *Yes*

To what height do the Reverse Frames extend? *Bulk Angle Frames to upper & lower, also alternately and light frames carried up.*

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 *Hinged Steel doors*

Is the Poop or raised Quarter Deck connected with the Bridge House? *No*

State whether the Bridge House efficiently covers the Engine and Boiler Openings *Yes*

Has the Bridge House an efficient Iron Bulkhead at the fore end? *Yes*

Give particulars of the means for closing the openings in Bulkhead *Hinged Steel doors*

Describe how and to what extent it is Stiffened, give scantlings and spacing of Angle Irons, Bulb Plates, etc. *Stiffeners 8 1/2" x 3 1/2" x .56" spaced 30" apart*

Has the Bridge House an efficient Iron Bulkhead at the after end? *Yes*

How are the openings closed? *By hinged doors*

Is the forecastle at least as high as the main or top-gallant rail? *Yes*

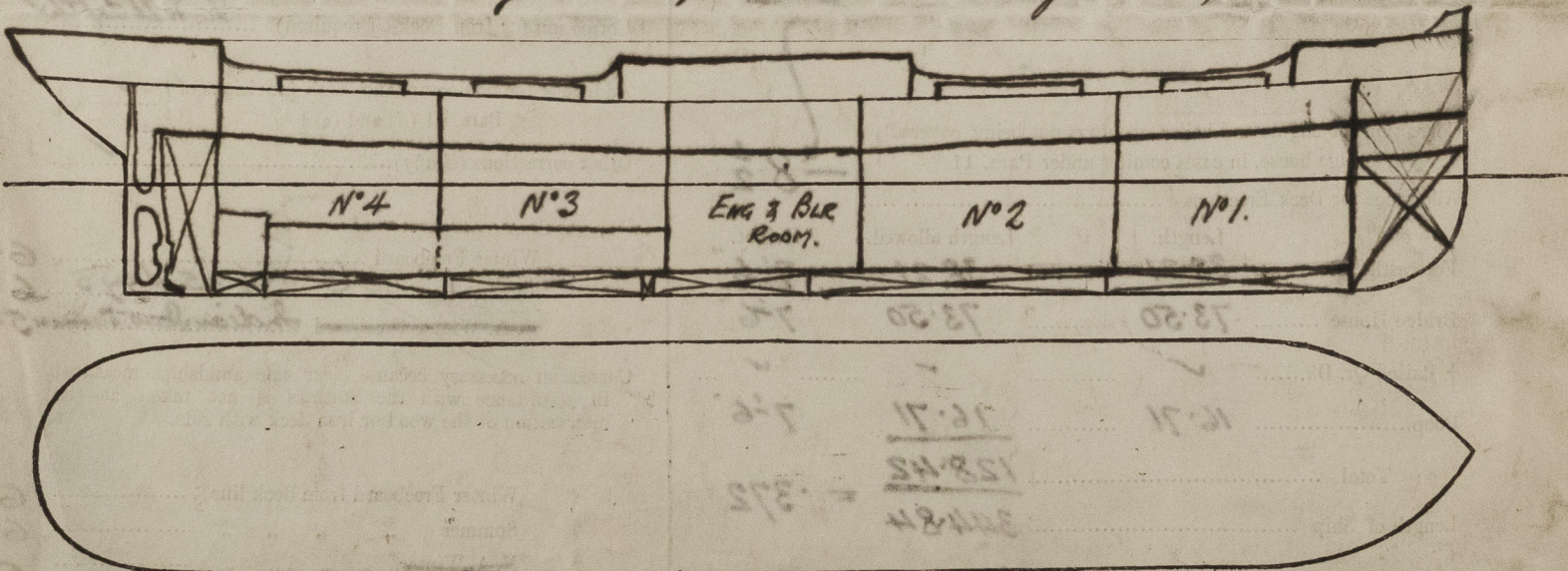
Has the Forecastle an efficient Iron or Wood Bulkhead at its after end? *Yes Steel*

Are the Hatchways efficiently constructed? *Yes* What is the thickness of the Hatches? *2 1/2"*

State the height of the Coamings *27"*

Are the exposed parts of the Engine and Boiler Casings efficiently constructed? *Yes*

State any special features in the construction of the Vessel *No* *The 1st Entry Report is now forwarded*  
*The Freeboard recommended & which has been marked on, is as assigned in London Letter of 14th Sept 1916. — A verification Report form is enclosed*



Show hereon the actual measurements of sheer, draft, erections, breaks in line of floors, &c.

Owners *Kawasaki Dockyard Co Ltd.*

Address *Kobe, Japan.*

Fee *Yen 120=*

Received by me *Ad*



© 2021

Lloyd's Register Foundation