

Length on Loadline **344.84**

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

Co-efficient of fineness.....

.79

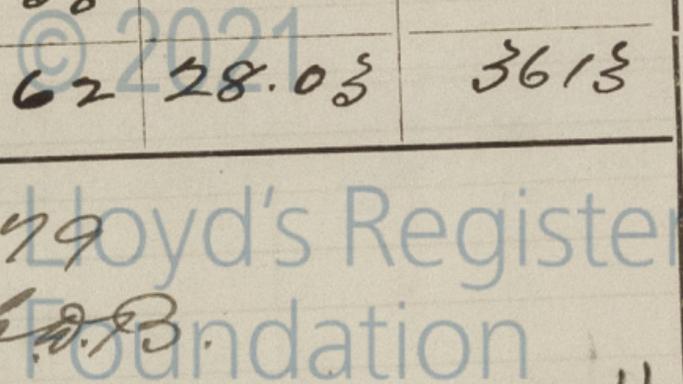
Any modification necessary }
[Para. 4 (a) to (e)]*

C.B.B.

Co-efficient as corrected

.77.

0056 1/2



Lloyd's Register of British & Foreign Shipping

Jul 1919 No 247

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

Port of Survey KOBE.
Date of Survey 28th Apr. 1919.
Name of Surveyor A. Watt.

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8
A

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Ship's Name. <u>S/S. SHANGHAI MARU (No 415.)</u>	Gross Tonnage. <u>4104</u>	Official Number. <u>25450</u>	Type of Ship. <u>Awning Deck</u>	Date of Build. <u>1919.</u>	Particulars of Classification. <u>+100 A1. Awning Deck with freeboard - recomd.</u>
Number in Register Book					

Registered Length as shown by ship's register. 345' Breadth 48' Depth 30 to Gun Dk
 Length on Loadline 344.84 30 to Gun Dk
 Moulded Depth as measured 30'0" to Awning Dk
 Moulded Depth as measured Wood dk less stringer 3 1/2
29-8 1/2
29.71

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

Correction for Length:
 Length of Ship on Loadline 344.84
 Length in Table 356.52 = 29.71 x 12
 Difference 11.68

Correction for Iron Deck:
 Proportion covered, if less than 7/10ths length covered Allowed for in
 Thickness of usual wood deck, less stringer MLS depth under
Rule for Awning Dk vessels

Correction for Round of Beam:
 Breadth at Gunwale amidships 48'0"
 Round of Beam 12"
 Normal round 12"
 Difference normal ÷ 2 =

Proportion of Deck uncovered (Para. 19) 216.42 / 344.84 = .63

Freeboard, Table A 7-6 5/4
 Correction for Sheer -1 1/4
7-4 3/4
 Correction for Length -1 3/4
7-3 2/4
 Allowance for Deck Erections -8 1/2
6-6 1/2
 Correction for Round of Beam normal
 Correction for Iron Deck (if required) In MLS depth

Additions for non-compliance with provisions of Para. 11 (d) and (e) ✓
 Other corrections (if any) ✓

Winter Freeboard 6-6 1/2
 Summer Freeboard 6-1 1/2
 N.A. Winter Freeboard Indian Seas Summer 5-8 1/2

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. 1 3/4"

Winter Freeboard from deck line § 6-8 1/4 7 3/4
 Summer " " " " 6-3 1/2 7 1/4
 N.A. Winter " " " " 5-10 1/4 9 3/4

Awning 6-3" from 1/4" above deck at side (Iron) Deck :-

Fresh Water Line above centre of Disc 6
 Indian Summer Line " " " " 5
 Winter Line below " " " " 5
 Winter North Atlantic Line " " " " ✓

Sheer at Stem 66 at Sternpost 33 } 99 ÷ 2 = 49.5 Mean 50.4
44.48
36.59
.16

Sheer at 1/3 of the length from Stem 37 Sternpost 18 1/2 } 55.5 ÷ 2 = 27.75 Mean 50.5
49.5
50.5
.4

Gradual Sheer 44.548 Correction 5.02 ÷ 4 = -1 1/4"

Standard Sheer (Table, Para. 18) 44.548

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 4-3 1/2
 Correction for Length, if required (Para. 12 and 13) 1
4-2 1/2
 Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12 and 13) 7-3 2/4
 Difference 3-0 1/2
 Percentage as below 23.25% of 36 1/2" = 8.48"

	Length.	Length allowed.	Height.
Forecastle	<u>38.21</u>	<u>38.21</u>	<u>7-6"</u>
Bridge House	<u>73.50</u>	<u>73.50</u>	<u>7-6"</u>
† Raised Qr. Dk.	<u>✓</u>	<u>✓</u>	<u>✓</u>
Poop	<u>16.71</u>	<u>16.71</u>	<u>7-6"</u>
Total		<u>128.42</u>	<u>= .372</u>
Length of Ship		<u>344.84</u>	

Corresponding percentage (Para. 12, or 13) 23.25%

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

† In vessels obtaining an allowance for deck erections under Para. 11 where the sheer drops abaft amidships the height of the E.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>Fore</i>	<i>1.6</i>		<i>×</i>	<i>4.6</i>		<i>×</i>	<i>3</i>	<i>} 22 sq ft Fore</i>
<i>Aft</i>	<i>1.6</i>		<i>×</i>	<i>4.0</i>		<i>×</i>	<i>3</i>	
								<i>= 42</i> Sq. Ft.

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.)

Hatchways	Coamings Height	Thickness { Sides / Ends	Web Plates Number	Scuttling	Hatches
No. 1. 38'4"	27"	.44	5	14 x .34	2 1/2"
No. 2. 32'8" x 16'0"	27"	.44	7	13 x .32 with 3 1/2 x 3 x .42 Angles top & bottom	2 1/2"
Ship Rule Same as No. 1.					

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

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

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 Decks 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*

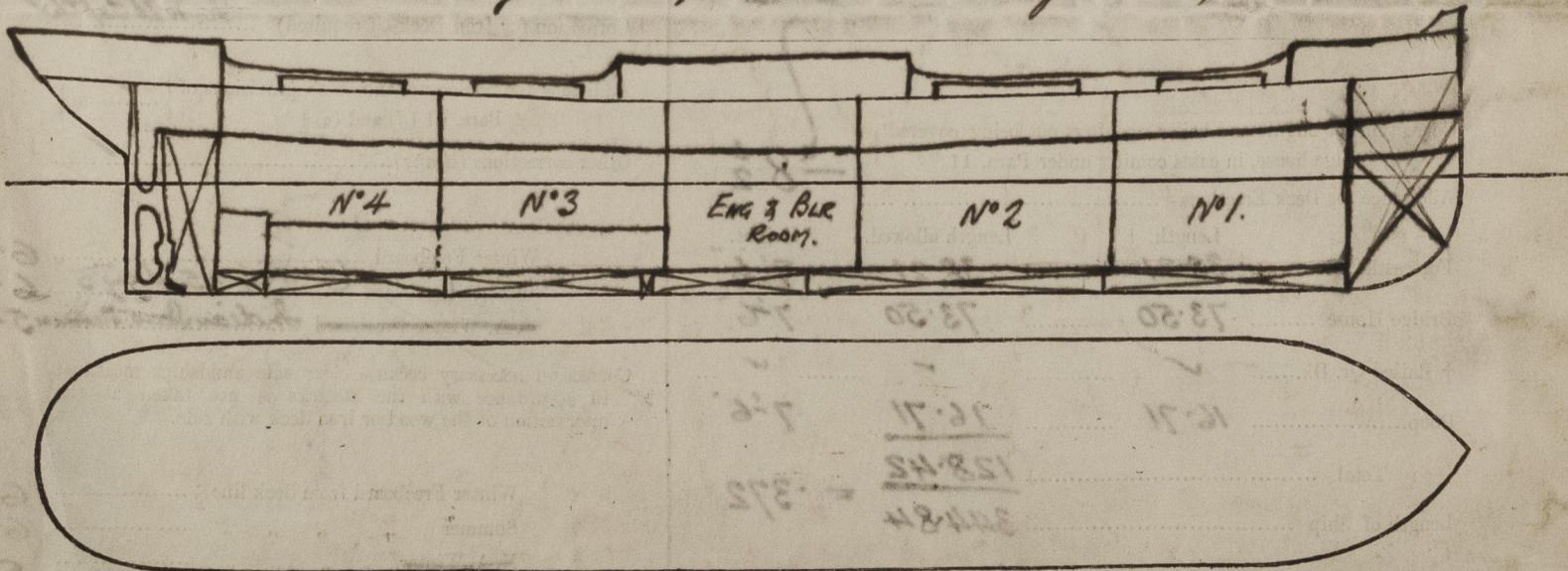
Are the Hatchways efficiently constructed? *Yes* What is the thickness of the Hatches? *2 1/2"*

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 120⁰⁰*

Received by me *Ad*



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