

# Lloyd's Register of SURVEYS FOR FREEBOARD - STEAM

PARTICULARS RELATING TO STEAM SHIPS EITHER FLUSH DECKED, OR WITH TOP GALLANT FORECASTLES SHORT POOP AND BRIDGE HOUSES DISCONNECTED, OR WITH TOP GALLANT FORECASTLES HAVING LONG POOPS, OR RAISED QUARTER DECKS CONNECTED WITH BRIDGE HOUSES, OR OTHERWISE.

*Osaka Iron Works hull no. 981*

Ship's Name **SEIKAI MARU** Port of Registry and Nationality **OSAKA Japanese** Official Number **27464** Gross Tonnage **3179.39** Date of Build. **1920** **+100**

Number in Register Book

| Registered dimensions from Ship's Register. | LENGTH. | BREADTH. | DEPTH. | UNDER DECK TONNAGE. |
|---|---------|----------|--------|---------------------|
| Length on LOADLINE.                         | 305.00  | 43.75    | 27.25  | 2715.30             |
| CORRECTED DIMENSIONS.                       | 305.00  | 43.75    | 27.25  | 2715.30             |

Co-efficient of fineness.....

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

Co-efficient as corrected .....

Shear { Stem.....  $96 \div 145 \frac{3}{8} \div 2 = 72 \frac{1}{16}$  Mean at { Sternpost .....

Shear at  $\frac{1}{2}$  of the length from { Stem  $52 \frac{3}{4} \div 79 \frac{1}{2} \div 2 = 39 \frac{3}{4}$  Mean Sternpost .....

Gradual mean Shear .....  $72.727$

Standard mean Shear [Table, Para. 18] .....  $40.5$  Correction

Difference.....  $32.2 \div 4 = 8.05$

§ If limited as Para. 18 (f) .....  $-8$

Rise in Shear { At front of bridge house..... Gradual from amidships { At after end of fore-castle [Para. 18 (e)]

Fall in Shear { Para. 18 (d) }  $\div 2 =$  ✓ Correction length uncovered .....

## ALLOWANCE FOR DECK ERECTIONS :-

|   |                   |
|---|-------------------|
| Freeboard, Table C.....   | $3-5 \frac{3}{4}$ |
| Correction for Length, if required (Para. 12, 16, and 14) .....                                     | $-1 \frac{1}{2}$  |
| Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 16, and 14) ..... | $3-3 \frac{1}{2}$ |
| Difference .....  | $5-6 \frac{3}{4}$ |
| Percentage as below.....  | $2-3 \frac{1}{4}$ |
|   | $27.8$            |
|   | $28.08\%$         |

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

Allowance for Deck Erections .....  $7 \frac{3}{4}$  ✓

|                      | Length. | Length allowed. | Height. |
|----------------------|---------|-----------------|---------|
| Fore-castle.....     | 32.25   | 32.25           | 7.0     |
| Bridge House.....    | 82.0    | 82.0            | 7.0     |
| Raised Qr. Dk.....   | 19.0    | 19.0            | 7.0     |
| op.....              | 19.0    | 19.0            | 7.0     |
| Total .....          | 135.5   | 133.25          |         |
| Length of Ship ..... | 305.0   |                 |         |

Corresponding percentage { (Para. 14, 12, 16, and 14) }  $27.8$   $28.08\%$

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

|         |                            |                      |     |
|---------|----------------------------|----------------------|-----|
| 22.2.21 | Fresh Water Line           | above centre of Disc | ... |
|         | Indian Summer Line         | " " "                | ... |
|         | Winter Line                | below " "            | ... |
|         | Winter North Atlantic Line | " " "                | ... |

† 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.  
§ In flush-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 one-eighth of the vessel's length from stem and stern-post.

Moulded Depth as measured.....  $27'-3"$

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

## CORRECTION FOR LENGTH.

|  |                     |
|--|---------------------|
| Length of Ship on Loadline.....                        | 305.0               |
| Length in Table .....                                  | 327.0               |
| Difference .....                                       | 22.0                |
| Correction for 10ft., Table A. ....                    | 1.4                 |
| × Difference divided by 10 .....                       | 3.08 (if required.) |
| If $\frac{1}{10}$ ths length covered divide by 2 ..... | -3                  |

## CORRECTION FOR IRON DECK.

|  |                                   |
|--|-----------------------------------|
| Proportion covered, if less than $\frac{1}{10}$ ths length covered ..... | $43.444$                          |
| Thickness of usual wood deck, less stringer .....                        | $3 \frac{1}{2}" - 1 \frac{1}{2}"$ |

## CORRECTION FOR ROUND OF BEAM.

|   |                   |
|---|-------------------|
| Breadth at Gunwale amidships.....             | 42.75             |
| Round of Beam .....                           | $10 \frac{3}{4}"$ |
| Normal round.....                             | $10 \frac{3}{4}"$ |
| Difference .....                              | $\div 2 =$        |
| Proportion of Deck uncovered (Para. 19) ..... | ✓                 |

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

|  |                      |
|--|----------------------|
| Freeboard, Table A .....   | $6-5 \frac{3}{4} 44$ |
| Correction for Sheer .....   | $-8$                 |
| Correction for Length .....  | $5-9 \frac{3}{4} 84$ |
| Allowance for Deck Erections .....   | $-3$                 |
| Correction for Round of Beam.....  | $5-6 \frac{3}{4} 54$ |
| Correction for fall in Sheer (if any).....                                     | $-7 \frac{3}{4}$     |
| Correction for Iron Deck (if required) .....                                   | $4-11 9 \frac{1}{2}$ |
| Additions for non-compliance with provisions of { Para. 11 (d) and (e) } ..... | ✓                    |
| Other Corrections (if any) .....   | $-1 \frac{1}{2}"$    |

|                               |                      |
|-------------------------------|----------------------|
| Winter Freeboard .....        | $4'-8"$              |
| Summer Freeboard .....        | $4'-3 \frac{1}{4}"$  |
| Indian Summer Freeboard ..... | $3'-10 \frac{1}{2}"$ |
| N. A. Winter Freeboard .....  | $4'-10"$             |

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

|                                       |                                  |
|---------------------------------------|----------------------------------|
| Winter Freeboard from deck line ..... | $4'-9 \frac{1}{2}"$              |
| Summer " " " .....                    | $4'-4 \frac{1}{2} 4 \frac{3}{4}$ |
| Indian Summer " " " .....             | $4'-0 \frac{1}{2}"$              |
| N. A. Winter " " " .....              | $4'-11 \frac{1}{2}"$             |

Winter Freeboard from deck line .....

Summer " " " .....

Indian Summer " " " .....

N. A. Winter " " " .....

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 stated.



Raised Quarter Deck? ☒ Bridge House? ☒ Forecastle? ☒  
 Longitudinal Framing *yes*  
 Bulkhead at the fore end? *yes*  
 Bulkheads in Bulkhead *2 Steel W. I. Doors*  
 Bulkhead with the Bridge House? *no* Has the Bridge House an efficient Bulkhead at the fore end? *yes*  
 Bulkheads in Bulkhead *2 Steel W. I. Doors*  
 Bulkhead opening? *38* and Coaming plate? *42*  
 Bulkhead *8x3x56 B.A. Spaced 27" + 30" Five webs 18"x40"*  
 Bulkhead Stiffeners? *yes* Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? *yes*  
 Bulkhead iron Bulkhead at the after end? *yes*  
 Bulkhead *2 Steel W. I. Doors*  
 Bulkhead high as the main or top-gallant rail? *yes* Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? *yes*  
 Bulkhead openings covered by a Bridge, Poop, Raised *By Bridge House*  
 Bulkhead by a Strong Iron or Steel Deckhouse?  
 Bulkhead 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:— *yes*

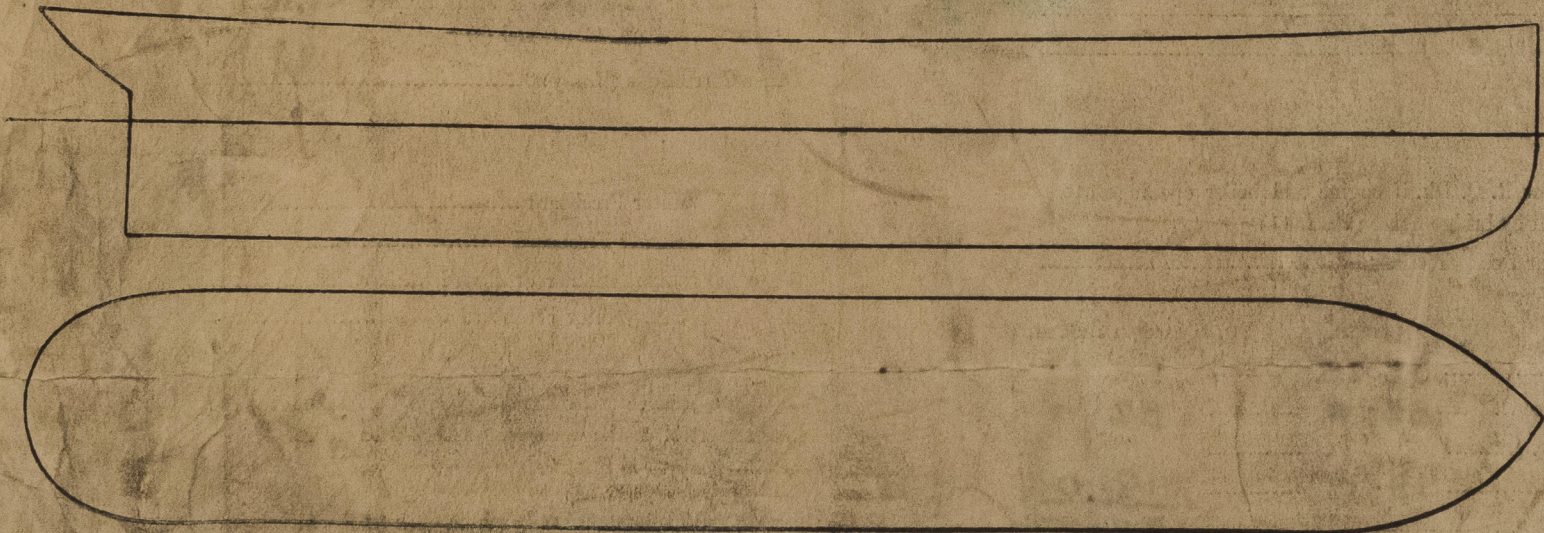
| Position and Size.          |                          | No. 1 24'-0" x 16'-0" |        | Same as No. 1 |       | Same as No. 1 |       | Same as No. 1 |       |       |       |
|-----------------------------|--------------------------|-----------------------|--------|---------------|-------|---------------|-------|---------------|-------|-------|-------|
| Item.                       |                          | Ship.                 | Rule.  | Ship.         | Rule. | Ship.         | Rule. | Ship.         | Rule. | Ship. | Rule. |
| COAMING                     | Height above top of DECK | 30"                   | 24"    |               |       |               |       |               |       |       |       |
|                             | Sides                    | 44"                   | 44"    | Same as No. 1 |       |               |       |               |       |       |       |
|                             | Ends                     | 44"                   | 44"    |               |       |               |       |               |       |       |       |
| SCANTLING<br>WEB<br>PLATES  | Number                   | 4                     | 4      |               |       |               |       |               |       |       |       |
|                             | Section and Scantlings   | 14x34                 | 14x34  | I             | -     | Jo.           | -     |               |       |       |       |
|                             | Material                 | 8x3x42                | 3x3x42 |               |       |               |       |               |       |       |       |
| *<br>FORE<br>AND<br>AFTERS. | Number                   |                       |        |               |       |               |       |               |       |       |       |
|                             | Section and Scantlings   |                       |        |               |       |               |       |               |       |       |       |
|                             | Material                 |                       |        |               |       |               |       |               |       |       |       |
| HATCHES Thickness           |                          | 3"                    | 3"     |               |       |               |       |               |       |       |       |
| Remarks                     |                          | Good                  |        |               |       |               |       |               |       |       |       |

\* 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 built 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 = Sq. ft.  
 (each side of vessel)  
 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  
*Sister Vessels are the "Peking Maru", "Nanking Maru", + "Kimi Maru"*

Owners *Osaka Shosen Kaisha*  
 " Address *Osaka*

Fee *100* Received by me