

Lloyd's Register of British & Foreign Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Prelim. 24670

Rec'd 15.6.17

25780

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 Yokohama
Date of Survey 14.4.17.
Name of Surveyor Jas Cairns

Mraga Dock Co No 131.

| | | | | | |
|--------------------------------------|--|------------------------------------|-------------------------------|---------------------------------|--|
| Ship's Name. <u>"Kinsei Maru"</u> | Port of Registry and Nationality. <u>Nishinomiya Japanese</u> | Official Number. <u>4098.94</u> | Gross Tonnage. <u>5027</u> | Date of Build. <u>4-1917</u> | Particulars of Classification. <u>+100 A.1.</u> |
| Number in Register Book _____ | | | | | |

| | | | | |
|---|-------------------------|--|--|---------------------------------------|
| Registered dimensions from Ship's Register. | LENGTH. <u>360.0</u> | BREADTH. <u>51.2 ex</u> 51.0 | DEPTH. <u>28.45</u> <u>25.86 1/2 tank top</u> | UNDER DECK Tonnage. <u>4098.94</u> |
| Length on LOADLINE | <u>360.0</u> | Frame Depth Rule <u>9</u> <u>6</u> <u>3</u> | Ceiling <u>2 1/2</u> Sheer <u>+ .73</u> <u>4" drop in tank + .16</u> | Peak Tanks |
| CORRECTED DIMENSIONS. | <u>360</u> | <u>50.7</u> | <u>26.75</u> | <u>4033.94</u> |

Moulded Depth as measured... 28.45 (See 7.3. Rpt.)
 $28 - 3/32$
 $1 - 0/2$
 $29 - 3/32$
 $3 - 5/8$
 $25 - 10/4$

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..... | <u>360</u> |
| Length in Table | <u>339</u> |
| Difference | <u>21</u> |
| Correction for 10ft., Table A. | <u>1.45</u> Table C. <u>.7</u> |
| × Difference divided by 10 | (if required.) |
| If 1/10ths length covered divide by 2 | <u>+ 3</u> <u>+ 1 1/2</u> |

CORRECTION FOR IRON DECK.

| | |
|---|----------------|
| Proportion covered, if less than 7/10ths length covered | <u>.406</u> |
| Thickness of usual wood deck, less stringer..... | <u>3 1/2</u> |
| | <u>- 1 1/2</u> |

CORRECTION FOR ROUND OF BEAM.

| | |
|---|----------------|
| Breadth at Gunwale amidships..... | <u>61'-0"</u> |
| Round of Beam..... | <u>12 3/4"</u> |
| Normal round | <u>17 3/4"</u> |
| Difference | <u>÷ 2 =</u> |
| Proportion of Deck uncovered (Para. 19) | <u>✓</u> |

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

| | |
|--|---------------------|
| Freeboard, Table A | <u>6-11 3/4</u> |
| Correction for Sheer | <u>- 6 1/2</u> |
| | <u>6-5 1/4</u> |
| Correction for Length | <u>+ 3</u> |
| | <u>6-8 1/4</u> |
| Allowance for Deck Erections | <u>- 9 1/2</u> |
| | <u>5-11 3/4</u> |
| Correction for Round of Beam..... | <u>✓</u> |
| Correction for fall in Sheer (if any) | <u>✓</u> |
| Correction for Iron Deck (if required) | <u>- 1 1/2</u> |
| | <u>5-9 1/2 10/4</u> |
| Additions for non-compliance with provisions of Para. 11 (d) and (e) † | <u>✓</u> |
| Other Corrections (if any)..... | <u>✓</u> |
| Winter Freeboard | <u>5-9 1/2 10/4</u> |
| Summer Freeboard | <u>4 3/4</u> |
| Indian Summer Freeboard | <u>5-0 3/4</u> |
| N. A. Winter Freeboard | <u>✓</u> |

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

| | |
|---------------------------------------|-----------------------|
| Winter Freeboard from deck line | <u>5-11 1/4 6-0</u> |
| Summer " " " " | <u>5-6 1/2 7/4</u> |
| Indian Summer " " " " | <u>5-12 1/2 2 1/2</u> |
| N. A. Winter " " " " | <u>✓</u> |

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

| | | |
|---|--------------|------------------|
| Fresh Water Line above centre of Disc | <u>5-7</u> | <u>5-6 1/2 7</u> |
| Indian Summer Line " " " " | <u>5 1/2</u> | <u>5 1/2</u> |
| Winter Line below " " " " | <u>4 1/2</u> | <u>5 1/2</u> |
| Winter North Atlantic Line " " " " | <u>5</u> | <u>4 1/2 5</u> |

co-efficient of fineness82 (.825)
 any modification necessary [Para. 4 (a) to (e) *] bill. & B.
 co-efficient as corrected80

Sheer at Stem 105.563
 at Sternpost 87.687 $143.25 \div 2 = 71.625$ Mean 72.36
 $36 \div 26.36$
 73

Sheer at 1/3 of the length from Stem 61.25
 Sternpost 18.33 $79.60 \div 2 = 39.80$ Mean 72.36
 $\div .55$

gradual mean Sheer allowed 71.99 = 72.36
 standard mean Sheer (Table, Para. 18) 46 Correction
 Difference..... 25.99 $\div 4 =$
 If limited as Para. 18 (f)..... - 6 1/2

Rise in Sheer from amidships }
 Para. 18 (e) { At front of bridge house.....
 { At after end of forecastle

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

ALLOWANCE FOR DECK ERECTIONS:—

| | |
|---|---------------------------|
| Freeboard, Table C..... | <u>3-9 1/2</u> |
| Correction for Length, if required (Para. 12, 13, and 14) | <u>+ 1 1/2</u> |
| | <u>3-11</u> |
| Freeboard by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14) | <u>6-8 1/4</u> |
| Difference | <u>2-9 1/4</u> |
| Percentage as below..... | <u>25.43</u> <u>27.59</u> |
| | <u>8.45</u> <u>9.17</u> |
| Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) | <u>8 1/2</u> |
| Allowance for Deck Erections | <u>- 9 1/4</u> |

| | | | |
|--|-----------------------|---------------------------|----------------------|
| Forecastle..... | Length. <u>33'-0"</u> | Length allowed. <u>33</u> | Height. <u>7'-0"</u> |
| Bridge House | <u>91.40</u> | <u>91.4</u> | <u>8'-0"</u> |
| Raised Qr. Dk..... | <u>21.83</u> | <u>21.83</u> | <u>8'-0"</u> |
| Deck | <u>33'-0"</u> | <u>33</u> | <u>8'-0"</u> |
| Total | <u>157.43</u> | <u>146.23</u> | |
| Length of Ship | <u>360</u> | <u>= .437</u> | |
| Corresponding percentage (Para. 11, 12, 13, or 14) | <u>25.43</u> | <u>406</u> | |
| | <u>27.59</u> | | |

9. 6. 17.

† 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.

† 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 reported.

