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Lloyd's Register of British & Foreign Shipping.
 SURVEYS FOR FREEBOARD. MON. MAR. 4 - 1912

PARTICULARS IN RESPECT OF STEAM SHIPS HAVING ^{Complete Shelter} SPAR OR AWNING DECKS.
 Port of Survey *Nagasaki*
 Date of Survey *Feb. 1912*
 Name of Surveyor *G. D. Aitken*

Ship's Name. <i>S.S. YOKOHAMA MARU</i> <i>Genl N^o 216.</i> Number in Register Book	Port of Registry and Nationality. <i>Tokyo</i> <i>Japanese</i>	Official Number. <i>-</i>	Gross Tonnage.	Date of Build. <i>1912.</i>	Particulars of Classification. <i>100 A1. Shelter Deck with freeb. contemplated</i>
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Registered dimensions from Ship's Register.	LENGTH. <i>399.5'</i>	BREADTH. <i>50.21</i>	DEPTH. <i>27.42</i>	UNDER DECK Tonnage. <i>4436</i> <i>Surz.</i>
Length on LOADLINE	<i>399.5'</i>	Frame, Depth <i>8'</i> Rule <i>6</i> <i>2</i> <i>= .33</i>	Ceiling fitted Sheer <i>4.86</i> <i>Level tank</i>	Peak Tanks
CORRECTED DIMENSIONS.	<i>399.5'</i>	<i>49.88</i>	<i>28.28</i>	<i>4436</i> ✓

Moulded Depth as measured *30'-0"* Main Deck.
 " " " *38'-0"* Spar or Awning Deck.

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

Co-efficient of fineness *.78*
 Any modification necessary [Para. 4 (a) to (e)*] } *Cell D/B.*
 Co-efficient as corrected *.76*

CORRECTION FOR LENGTH:—
 Length of Ship on Load Line..... *399.5'*
 Length in Table..... *360.0*
 Difference..... *39.5'*
 Correction for 10ft..... *.8*
 × Difference ÷ 10 = *+ 3 1/4*

Allowance for strength in excess of Lloyd's rules = *20 1/2"*
Limited by sidelights
 State particulars—*Complete shelter deck, no tonnage openings.*
Three complete steel decks.
Topside plating increased in thickness and longitudinal strength equivalent to 1886 Three Deck Rule.
Bulk angle beams to every frame at each deck with three rows of pillars 7 ft. S. Bulkheads, Collision to Shelter St. Partition bulkheads in tween 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 & C *4-4 1/2*
 Correction for Length..... *+ 3 1/4*
4-7 3/4

Gradual sheer *80.9*
 Standard *49.9*
36 | 31.0
.86

Correction for Strength in excess of Lloyd's rules..... *- 1-8 1/2*
Limited by sidelights *2-11 1/4*
 Correction for Iron Deck if required..... *- 3 1/2*
2-7 3/4
 Other Corrections (if any) *Height from 3" wood sheathing on shelter deck to steel upper deck* } *8-3*
10-10 3/4
 Winter Freeboard.....
 Summer Freeboard.....
 Indian Summer Freeboard.....
 N. A. Winter Freeboard.....

Sheer at Stem *102'* at 1/2 length from Stem *68 1/2'*
 Sternpost... *42 1/2'* " " " Sternpost *20 1/2'*
 Drop in Sheer abaft amidships..... *2 1/8*

Correction necessary because clearside amidships measured in accordance with the Statute is not taken at intersection of the wood or iron deck with side } *1 1/2"*

Winter Freeboard from Deck Line *11-0 1/4*
 Summer " " "
 Indian Summer " " "
 N.A. Winter " " " *11-0* for all seasons.

Round of Spar-deck Beam.....
 " " Main-deck " *12 1/2*

Length	×	Height.	State if open or closed at ends.
Forecastle	×		
Bridge	×		
Poop	×		

FREEBOARD recommended amidships from centre of Disc to top of Statutory Deck Line, Wood (Iron) Deck:—
 Fresh Water Line above centre of Disc ...
 Indian Summer Line " " " ...
5.3.12 Winter Line below " *Limited by sidelights*
 Winter North Atlantic Line " " *Amended Tables*
Article 1900.

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 the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.

1m.2.10, T
Mr Bos 4/3/12

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