

MON. 29 NOV. 1920

Lloyd's Register of Shipping.

SURVEYS FOR FREEBOARD.—STEAM SHIPS.

Index No. **29544**
(For London Office only.)

1421

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

Port of Survey Boston
Date of Survey While Building
Name of Surveyor John S. Hecke

Ship's Name. JAPAN ARROW S. B. Corporation # 1386 Number in Register Book ✓	Port of Registry and Nationality. <u>New York</u> <u>U.S.A.</u>	Official Number. <u>220831</u>	Gross Tonnage. <u>8327</u>	Date of Build. <u>1920</u>	Particulars of Classification. <u>+100 A1 Shelter Dk with freeboard</u> <u>Carrying Petroleum in Bulk</u>
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Entered Length from Register.	LENGTH. <u>468.3</u>	BREADTH. <u>62.7</u>	DEPTH. <u>32.0</u>	UNDER DECK TONNAGE. <u>7542.80</u>
Line.	<u>468</u>	Average Frame Depth <u>9.2</u> Rule (par. 1), <u>1.7</u> <u>2 x 1.7 = .28</u> <u>no sparring + .38</u>	Ceiling <u>no</u> Sheer <u>+62</u> allowed for in measurement.	Peak <u>131.08</u> Tanks <u>Cofferdams</u> <u>115.25</u> <u>220.40</u> <u>77.03</u>
Corrected Dimensions.	<u>468.</u>	<u>62.75</u>	<u>32.62</u>	<u>7866</u>

Moulded Depth as measured... 32'-0"
Addition for Keel below base line
for draught record... 2.732 inches.

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

Efficient of fineness..... .82
Modification necessary
Para. 4 (a) to (e)]*
Efficient as corrected82 Highest in Tables.

CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	<u>468</u>
Length in Table	<u>384</u>
Difference	<u>84</u>
Correction for 10ft., Table A.	<u>1.6</u> Table C.
× Difference divided by 10	<u>13.44</u> (if required.) ✓
If $\frac{1}{10}$ ths length covered divide by 2	<u>6.72</u> + <u>6$\frac{3}{4}$</u>

Stem 108"
Sternpost 48" } $156 \div 2 = 78$... Mean

at $\frac{1}{2}$ of the length from { Stem 60"
Sternpost 27" } $87 \div 2 = 43\frac{1}{2}$... Mean

Local mean Sheer $78.54 \div .55 = 142.8$
Standard mean Sheer [Table, Para. 18] 56.8 Correction
Difference..... $21.7 \div 4 = 5.42$
Admitted as Para. 18 (f) -5 $\frac{1}{2}$

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered

Thickness of usual wood deck, less stringer 3 $\frac{1}{2}$

In Sheer { At front of bridge house.....
amidships { Gradual sheer
18 (e)] { At after end of forecastle

In Sheer }
18 (d) } $\div 2 =$
Uncovered Correction

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 61'-4 $\frac{1}{2}$ "
Round of Beam 15 $\frac{1}{2}$ in 62'-6"
Normal round..... 15 $\frac{1}{2}$
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.

ALLOWANCE FOR DECK ERECTIONS:—

Standard, Table C.....	<u>5'-3$\frac{1}{2}$"</u>
Correction for Length, if required (Para. 12, 13, and 14)	✓
Corrected by Table A. corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>8'-2"</u>
Correction as below.....	<u>2'-10$\frac{1}{2}$"</u> <u>93.5'</u>
Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)	<u>32.26</u>
Correction for Deck Erections	<u>2'-8$\frac{1}{4}$"</u>

Freeboard, Table A	<u>8'-$\frac{1}{2}$"</u>
Correction for Sheer	<u>-5$\frac{1}{2}$"</u>
Correction for Length	<u>8'-2"</u> <u>+6$\frac{3}{4}$"</u>
Allowance for Deck Erections	<u>8'-8$\frac{3}{4}$"</u> <u>2'-8$\frac{1}{4}$"</u> <u>6'-0$\frac{1}{2}$"</u>
Correction for Round of Beam.....	
Correction for fall in Sheer (if any).....	
Correction for Iron Deck (if required)	<u>-3$\frac{1}{2}$"</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>5'-8$\frac{3}{4}$"</u> <u>9</u>
Other Corrections (if any)	
Winter Freeboard	<u>5'-8$\frac{3}{4}$"</u> <u>9</u>
Summer Freeboard	<u>5'-2$\frac{1}{4}$"</u> <u>12</u>
Indian Summer Freeboard	<u>4'-7$\frac{3}{4}$"</u> <u>8</u>
N. A. Winter Freeboard	

House	Length. <u>352'-0"</u> <u>includ</u>	Length allowed. <u>351.08</u>	Height. <u>7'-6"</u>
Q. Dk.	<u>8'-0"</u>	<u>6.96</u> = $\frac{1}{2}$ diff.	
Deck	<u>108'-0"</u> <u>includ</u>	<u>103.0</u>	
Total	<u>461.04</u>		
Ship	<u>468</u>		
Allowing percentage 1, 12, 13, or 14)	<u>93.5%</u>		

Correction necessary because clearside amidships, measured in accordance with the Statute is not taken at the intersection of the ~~wood~~ iron deck with side. +1 $\frac{3}{4}$ "

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

Fresh Water Line above centre of Disc	<u>5'-4"</u>
Indian Summer Line " " " "	<u>7$\frac{1}{2}$"</u>
Winter Line below " " " "	<u>6$\frac{1}{2}$"</u>
Winter North Atlantic Line " " " "	<u>6$\frac{1}{2}$"</u>

es, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside should be reported if possible.
aining an allowance for deck erections under Para. 11 where the sheer drops abaft amid-height of the R. Q. D. is to be taken from the level of the top of the amidship beam.
ed vessels the total standard mean sheer means the sheer measured at the stem and stern-
vessels having poops and forecastles, it means the sheer measured at points distant
of the vessel's length from stem and stern-post.

18300
60:8240 = 7 $\frac{1}{2}$ "

Winter Freeboard from deck line	<u>5'-10$\frac{1}{2}$"</u> <u>3/4</u>
Summer " " " "	<u>5'-4$\frac{1}{4}$"</u>
Indian Summer " " " "	<u>4'-9$\frac{1}{2}$"</u> <u>3/4</u>
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 reported.

MARKING REPORT
RECEIVED 25.1.21

Do all the Frames extend to the top height in the Poop? Shelter Raised Quarter Deck? Bridge House? Forecastle?

To what height do the Reverse Frames extend? *Shelter Dk*

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 *Shifting Boards in Angle Iron Frames*

Is the Poop or Raised Quarter Deck connected with the Bridge House? Has the Bridge House an efficient Bulkhead at the fore end? *yes*

Give particulars of the means for closing the openings in Bulkhead *Shifting Boards in angle iron frames*

What is the thickness of the Bridge Front plating? *1/2"* and Coaming plate? *1/2"*

Give scantlings and spacing of the Stiffeners

Are bracket plates fitted at each end of the Stiffeners? Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks?

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

How are the openings closed? *Shifting Boards in Angle Iron Frames*

Is the Forecastle at least as high as the main or top-gallant rail? Has the Forecastle an efficient Iron or Wood Bulk'd. at after end?

Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *By the shelter deck*

If the openings are not so 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.	#1 15'-0" x 12'-0"		#2 8 9'-2 1/2" x 20'-0"		#3 4 18'-0" x 20'-0"		#5 7 18'-6" x 20'-0"		#6 6'-11 3/4" x 13'-0"		
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	
COAMING	Height above top of DECK	27		24		24		24		24	
	Thickness { Sides..... Ends.....	3/4"		.44		.44		.44		.44	
SHIFTING BEAMS OR WEB PLATES.	Number	3		1		3		3		1	
	Section and Scantlings	3x3x4 1/2 12x32		7 1/2 18x38		7 1/2 7 1/2		7 1/2 7 1/2		7 1/2 10 1/2 x 32	
	Material	steel		steel		same as #2		same as #2		3x3x4 1/2	
* FORE AND AFTERS.	Number	None		None		None		None		None	
	Section and Scantlings	None		None		None		None		None	
	Material	None		None		None		None		None	
HATCHES	Thickness	3		3		3		3		3	
Remarks	wood		wood		wood		wood		wood		

Tonnage Opening 20'-0" x 6'-0"

10x3 1/2 x 4 1/2

7 1/2 18x38 4x3x4 1/2

None

3' wood bulkhead

* 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 dealt with under Paras. 11, 12 (under 15 feet Moulded depth) and under Shelter Deck Rules.

What is the thickness of the Bridge Sheerstrake? *.82* Strake between Main and Bridge Sheerstrakes? *.71*

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, ~~unsatisfactory~~ satisfactory.

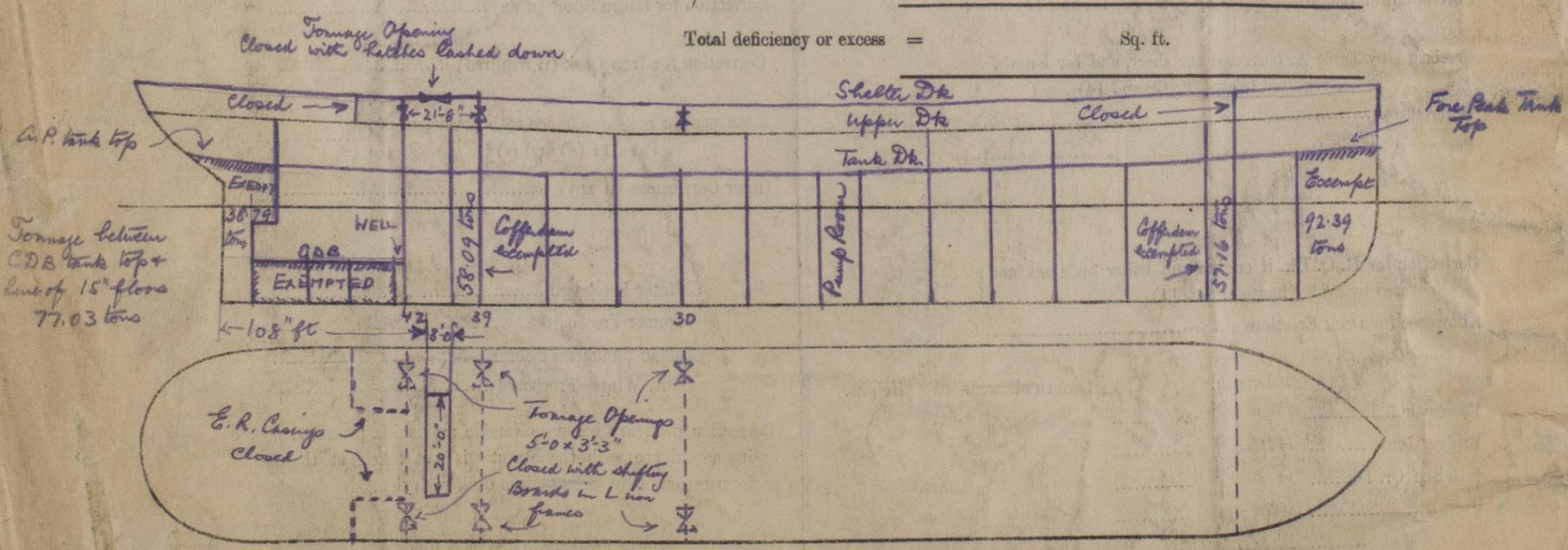
Length of Bulwarks in well

Area of Freeing Ports required by Para. 11 (e) each side of vessel = Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports = 6.125 Sq. ft.
(each side of vessel)

3.5 x 1.75 x 1

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 *Tanker Long Fr. Shelter Dk with one tonnage opening.*

Tonnage measured to 15" floors. Sister ship to China Arrow Boston report 1392. Fresh water allowance required as per Displacement Scale forwarded with report on China Arrow. Request form herewith

Owners *Standard Transportation Co.*

Address *26 Broadway New York City*

Fee *\$50.00*

Received by me

