

Lloyd's Register of Shipping

(CLASSIFICATION SOCIETY RECOGNISED BY THE JAPANESE GOVERNMENT)

No. 33

船 舶 満 載 吃 水 線 證 書

COPY

| | |
|------------------------------|--|
| 船名 鋼單暗車發動機船 及 ふろりだ丸 | 船番 参〇五貳貳 |
| | 種類 船ノ長ノ中央ニ於ケル上甲板ノ梁上側板ノ上面ノ延長ト外板ノ外面トノ交點ヨリ乾舷甲板ヲ標示スル水平線ノ上縁ニ至ル垂直距離 |
| 者 株式會社川崎造船所 | 港籍船 神 戸 |
| 方〇・〇〇時 | 圓標ノ中心ニ至ル垂直距離 |
| 方〇・〇〇時 | 圓標ノ中心ニ至ル垂直距離 |
| 方〇・〇〇時 | 圓標ノ中心ヨリ淡水滿載吃水線ニ至ル垂直距離 |
| 方〇・〇〇時 | 圓標ノ中心ヨリ熱帶滿載吃水線ニ至ル垂直距離 |
| 方〇・〇〇時 | 圓標ノ中心ヨリ冬期滿載吃水線ニ至ル垂直距離 |
| 方〇・〇〇時 | 圓標ノ中心ヨリ冬期北太平洋滿載吃水線ニ至ル垂直距離 |

前記ノ事項ハ何レモ正確ニシテ船舶滿載吃水線法ニ適合スルコトヲ證明ス本證書ハ船舶滿載吃水線法ニ依リ前記ノ事項ヲ變更スルノ必要ヲ生シタルトキ其ノ效力ヲ失フ

大正拾四年 貳 月 拾 九 日

日本駐在 主任検査員 *H. Aspinall*

ロイド船級協會 代表者 勝田 銀太郎

Certificate of the Ship Load Line

COPY

| | | | |
|---|--|------------------|--------------------------------------|
| Official Number of the Vessel | 30522 | Port of Registry | Kobe |
| Kind and Name of the Vessel | Steel Single Screw Motor Vessel "Florida Maru" | Owner | Kawasaki Dockyard Co., Ltd. |
| Vertical distance from the point of intersection of the extended line of the upper surface of <u>stringer plate</u> of the <u>upper</u> deck at mid-length of vessel with the outside of shell-plating, to the upper edge of the horizontal line indicating the Freeboard Deck. | | | 0.00 inches measured <u>downward</u> |
| Vertical distance from the upper edge of the horizontal line indicating the Freeboard Deck to the Centre of the Disc | | | 88.6 inches measured downward |
| Vertical distance from the Centre of the Disc to the Fresh Water Load Line | | | 6.7 inches measured upward |
| Vertical distance from the Centre of the Disc to the Tropical Load Line | | | 6.3 inches measured upward |
| Vertical distance from the Centre of the Disc to the Winter Load Line | | | 6.3 inches measured downward |
| Vertical distance from the Centre of the Disc to the Winter North Atlantic Load Line | | | inches measured downward |

It is hereby certified that the above mentioned particulars are correct and in accordance with the Ship Load Line Law.

This certificate is issued under the conditions noted on the back hereof, and shall become void when it is necessary to alter the above mentioned particulars in accordance with the Ship Load Line Law.

H. Aspinall
PRINCIPAL SURVEYOR FOR JAPAN.

S. Matsumoto
FOR LLOYD'S REGISTER OF SHIPPING.

The 19th day of the 2nd month of the 14th year of Taisho. (February 19th 1925.)

本證明書發行條件

- 一、ロイド船級協會ニテ等級ヲ附セラレタル船舶、
本船ノ等級ヲ變更シ或ハ撤回シタル場合ニハ直ニ本證明書ハ
取消サル可ク其手續トシテ本證明書ヲ本協會ニ返附スベシ而
シテ船主、船主管理者、船舶借主或ハ船長ハ其際新規證明書
請求申込ヲナスベシ。
- 二、ロイド船級協會ニテ等級ヲ附セザル船舶、
本證明書ハ 年 月 日迄有效ニシテ右日付以後
ハ其效力消滅ス從テ證明書取消ノ爲メ本證明書ヲ本協會ニ返
附スベシ而シテ船主、船主管理者、船舶借主或ハ船長ハ其際
新規證明書請求申込ヲナスベシ。
- 三、本證明書紛失或ハ破滅シタル場合ニハ船主、船主管理者、船舶
借主或ハ船長ハ遲滞ナク其理由ヲ告知シ本協會ニ證明書再發行
ヲ申請スベシ。
- 四、本證明書面記載ノ事項ニ抵觸スル變更ヲ行ヒタル時ハ船主、船
主管理者、船舶借主或ハ船長ハ遲滞ナク本協會ニ其變更事項ニ
關スル告知ヲナシ必要ニ應ジ新規證明書或ハ再査定ヲ申請スベ
シ。
- 五、本協會ニ新規證明書或ハ再査定ノ申請ヲナス時ハ本證明書ヲ申
請書ニ添ヘテ返還スベシ。
- 六、本船ガ損失、沈没或ハ破壊シタル場合或ハ滿載吃水線標ノ必要
ナキニ至リタル場合ハ船主、船主管理者、船舶借主或ハ船長ハ
遲滞ナク本協會ニ告知シ本證明書ヲ返還スベシ或ハ返還スルコ
ト能ハザル理由ヲ通告スベシ。

Conditions under which this certificate is issued.

1. For vessels classed in Lloyd's Register of Shipping:—
If and so soon as the class of this vessel is either changed or withdrawn this Certificate will be cancelled and must be delivered to the Society for that purpose and the Owner, Agents, Charterer, or Master, must then apply for a new Certificate.
2. For vessels not classed in Lloyd's Register of Shipping:—
This Certificate is valid until the day of 19.....
after which date it will cease to have effect and must be delivered to the Society to be cancelled, and the Owner, Agent, Charterer, or Master, must then apply for a new Certificate.
3. If this Certificate is lost or destroyed, the Owner, Agent, Charterer, or Master must, without delay, notify the cause, and request its re-issue by the Society.
4. When any alterations are made affecting the particulars mentioned on this certificate the Owner, Agent, Charterer or Master must, without delay, notify the Society in regard to such alterations, and request a new certificate, or re-assignment as may be necessary.
5. When an application is made to the Society for a new Certificate or for a re-assignment, the original Certificate must be returned with such application.
6. If this vessel is lost, sunk, or broken up or no longer requires a Load Line mark, the Owner, Agent, Charterer, or Master must, without delay, notify the Society and return this certificate or state the reason for not doing so.



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