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WED. 19 JUL 1916 24734

Lloyd's Register of British & Foreign Shipping

SURVEYS FOR FREEBOARD.-STEAM SHIPS.

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 Osaka
Date of Survey May 1916
Name of Surveyor A. L. Jones

Ship's Name <u>Totai Maru</u>	Port of Registry and Nationality <u>Amagasaki Japanese</u>	Official Number	Gross Tonnage <u>3188.19</u>	Date of Build <u>1916-5</u>	Particulars of Classification <u>+100A1 recommended</u>
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Registered Dimensions from Ship's Register.	LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
	<u>305.0</u>	<u>43.75</u>	<u>27.25</u>	<u>2757</u>
Length on LOADLINE.	<u>305</u>			
CORRECTED DIMENSIONS.	<u>305</u>	<u>43.75</u>	<u>27.25</u>	<u>2757</u>

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

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>305</u>
Length in Table	<u>327</u>
Difference	<u>22</u>
Correction for 10ft., Table A.	<u>1.4</u>
× Difference divided by 10	<u>3.08</u>
If $\frac{1}{10}$ ths length covered divide by 2	<u>-3</u>

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{1}{10}$ ths length covered	<u>.43</u>
Thickness of usual wood deck, less stringer	<u>3 1/2 - 1 1/2</u>

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships.....	<u>42.75</u>
Round of Beam	<u>10 3/4</u>
Normal round.....	<u>10 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 - 4 1/4</u>
Correction for Sheer	<u>- 8</u>
Correction for Length	<u>5 - 8 1/4</u>
Allowance for Deck Erections	<u>5 - 5 1/4</u>
Correction for Round of Beam.....	<u>7 3/4</u>
Correction for fall in Sheer (if any).....	<u>4 - 9 1/2</u>
Correction for Iron Deck (if required)	<u>1 1/2</u>
Additions for non-compliance with provisions of Para. 11 (d) and (e) †	<u>4 - 8</u>
Other Corrections (if any)	<u>✓</u>

Coefficient of fineness.....	<u>.82</u>	<u>.76</u>	<u>7631</u>
Modification necessary } Para. 4 (a) to (e) *	<u>.02</u>		<u>02</u>
Coefficient as corrected	<u>.80</u>	<u>.74</u>	<u>758</u>

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

Fall in Sheer } Para. 18 (d) } ÷ 2 = Lower amidships
Length uncovered

ALLOWANCE FOR DECK ERECTIONS :-

Freeboard, Table C.....	<u>3' 5 1/2</u>
Correction for Length, if required (Para. 12, 13, and 14)	<u>- 1 1/2</u>
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14)	<u>5 7 3/4</u>
Difference	<u>2 3 1/4</u>
Percentage as below.....	<u>27.6 28.08</u>

Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11) } 7 3/4

	Length.	Length allowed.	Height.
Forecastle.....	<u>32.25</u>	<u>32.25</u>	<u>7-0</u>
Bridge House	<u>82.00</u>	<u>82.00</u>	
Raised Qr. Dk.....	<u>85</u>	<u>84.25</u>	
Poop.....	<u>19.00</u>	<u>19.00</u>	
Total	<u>135.5</u>	<u>133.25</u>	<u>= 437 .444</u>
Length of Ship	<u>305.00</u>		
Corresponding percentage (Para. 11, 12, 13, and 14) }	<u>27.6</u>	<u>28.08%</u>	

Winter Freeboard	<u>4' 5 8</u>
Summer Freeboard	<u>4' 3 1/4</u>
Indian Summer Freeboard	<u>3' 10 1/2</u>
N. A. Winter Freeboard	<u>4 - 10</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. } 1 1/2

Winter Freeboard from deck line	<u>4' 9 1/2</u>
Summer " " " "	<u>4' 4 1/2</u>
Indian Summer " " " "	<u>4' 0</u>
N. A. Winter " " " "	<u>4' 11 1/2</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>4' 4 1/2</u>
Indian Summer Line " " " "	<u>5 1/2</u>
Winter Line below " " " "	<u>4 1/2</u>
Winter North Atlantic Line " " " "	<u>5</u>

As assigned to "Peking" "Nanking" same particulars. For marks and verification form is enclosed

† 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.

† 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.

