

第五編 甲板積木材貨物ヲ搭載スル汽船  
ニ對スル滿載吃水線

定義

語義

甲板積木材貨物 「甲板積木材貨物」ナル用語ハ乾舷甲板又ハ船樓甲板ノ蔽ヘレザル部分ニ搭載セラルル木材貨物ヲ意味ス右用語ハ木質「パルプ」又ハ類似ノ貨物ヲ包含セズ

木材滿載吃水線 木材滿載吃水線ハ船舶ガ左ノ條件及規則ニ從ヒ甲板積木材貨物ヲ搭載スル場合ニ限り用ヒラルベキ特別ノ滿載吃水線トス

第七十八規則 舷ニ於ケル標示

舷における標示

木材滿載吃水線 各種ノ情況及各種ノ季節ニ於ケル木材滿載吃水線ヲ示ス線ハ圓標ノ中心ノ五百四十ミリメートル後方ニ標示セラレタル垂直線ヨリ之ニ直角ニ引キタル長サ二百五十ミリメートル幅二十五ミリメートルノ水平線タルベシ(第四圖參照) 右線ハ通常ノ滿載吃水線ト同様ニ之ヲ標示且檢證スベシ(第五規則乃至第七規則參照)

Part V.—Load Lines for Steamers carrying  
Timber Deck Cargoes.

Definitions.

*Timber Deck Cargo.*—The term “timber deck cargo” means a cargo of timber carried on an uncovered part of a freeboard or superstructure deck. The term does not include wood pulp or similar cargo.

*Timber Load Line.*—A timber load line is a special load line to be used only when the ship is carrying a timber deck cargo in compliance with the following conditions and regulations:—

Rule LXXVIII.—Marks on the Ship's Sides.

*Timber Load Lines.*—The lines which indicate the maximum timber load lines in different circumstances and at different seasons are to be horizontal lines, 9 inches in length and 1 inch in breadth, which extend from and are at right angles to, a vertical line marked 21 inches abaft the centre of the disc (see Figure 4). They are to be marked and verified similarly to the ordinary load lines (see Rules V to VII).

*The Summer Timber Load Line* is indicated by the upper edge of a line marked LS.

*The Winter Timber Load Line* is indicated by the upper edge of a line marked LW.

*The Winter North Atlantic Timber Load Line* is indicated by the upper edge of a line marked LWNA.

*The Tropical Timber Load Line* is indicated by the upper edge of a line marked LT.

*The Fresh Water Timber Load Line* in Summer is indicated by the upper edge of a line marked LF. The difference between the Fresh Water Timber load line in Summer and the Summer Timber load line is the allowance to be made for loading in fresh water at the other Timber load lines. The Fresh Water Timber load line in the Tropical Zone is indicated by the upper edge of a line marked LTF.\*

\*Where seagoing steamers navigate a river or inland water, deeper loading is permitted corresponding to the weight of fuel, &c., required for consumption between the point of departure and the open sea.

夏期木材満載吃水線ハLSト標示セラレタル線ノ上縁ニ依リ之ヲ示ス  
冬期木材満載吃水線ハLWト標示セラレタル線ノ上縁ニ依リ之ヲ示ス  
冬期北大西洋木材満載吃水線ハLWNAト標示セラレタル線ノ上縁ニ依リ之ヲ示ス  
熱帯木材満載吃水線ハLTト標示セラレタル線ノ上縁ニ依リ之ヲ示ス  
夏期淡水木材満載吃水線ハLFト標示セラレタル線ノ上縁ニ依リ之ヲ示ス  
夏期淡水木材満載吃水線ト夏期木材満載吃水線トノ間ノ差ハ他ノ木材満載吃水線ニ付淡水ニ於ケル積載ニ對シ許サルベキ餘裕トス  
熱帯淡水木材満載吃水線ハLTFト標示セラレタル線ノ上縁ニ依リ之ヲ示ス

(註) 航海汽船ガ河川又ハ内水ヲ航行スルトキハ發航點ト外海トノ間ニ於ケル消費ニ要スル燃料等ノ重量ニ相當スル餘分ノ積載ヲ許ス

第四圖

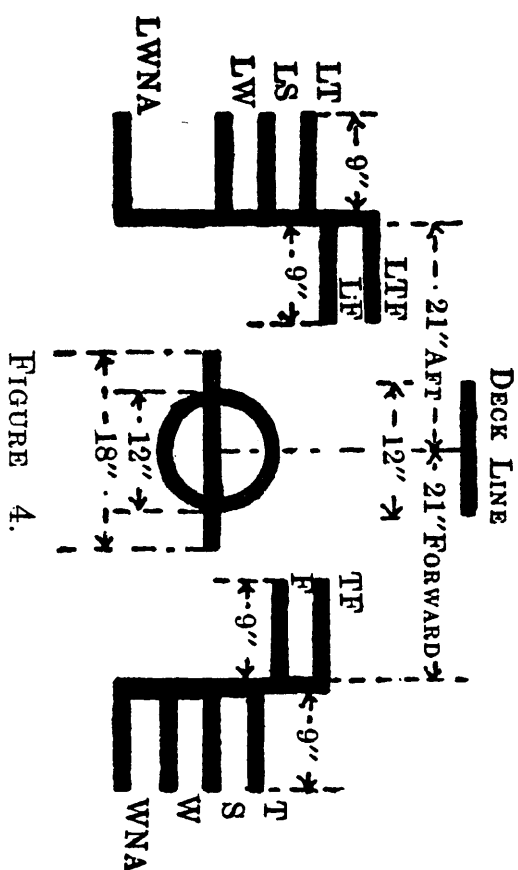
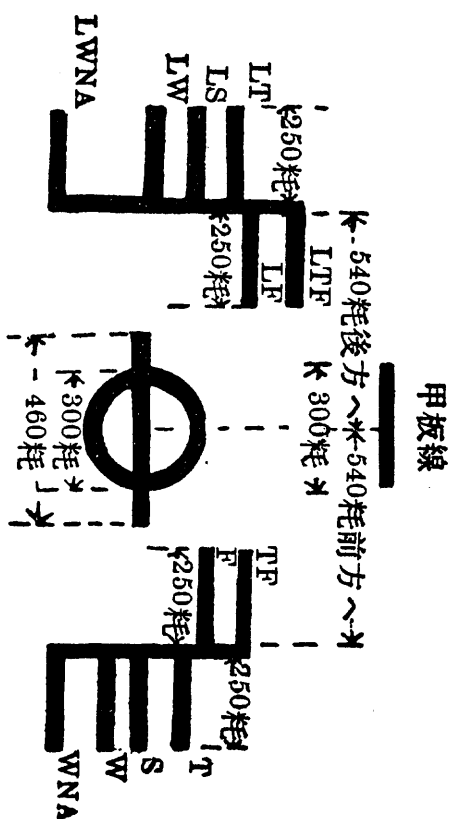


FIGURE 4.

餘分ノ積載ニ對スル補足的ノ指定條件及規則

*Supplementary Conditions of Assignment and Regulations for Deeper Loading.*

第七十九規則 船舶ノ構造

Rule LXXIX.—*Construction of Ship.*

船舶の構造

船舶ノ構造ハ許サルル餘分ノ吃水ニ對シ及甲板積貨物ノ重量ニ對シ十分ナル強サノモノタルベシ

The structure of the ship is to be of sufficient strength for the deeper draught allowed and for the weight of the deck cargo.

第八十規則 船樓

Rule LXXX.—*Superstructures.*

船樓

船舶ハ少クトモ標準ノ高サ及少クトモ該船舶ノ長サノ七「パーセント」ノ長サノ船首樓竝ニ之ニ加ヘ船尾樓

The ship is to have a forecastle of at least standard height and at least 7 per cent. of the length of the ship,

又ハ堅牢ナル鋼製ノ「フード」若ハ船尾ニ設ケラルル甲板室ヲ有スル低船尾樓ヲ備フベシ

第八十一規則 機關室圍壁

機  
関  
室  
圍  
壁

乾舷甲板ノ機關室圍壁ガ其ノ側方ニ木材ヲ搭載スルニ十分ナル強サ及高サノモノニ非ザレバ右機關室圍壁ハ少クトモ標準ノ高サノ船樓ニ依リ保護セラルベシ

第八十二規則 二重底槽

二  
重  
底  
槽

二重底槽ハ船舶ノ中央ニ於テ船舶ノ長サノ二分ノ一ニ互リ取附ケラルルトキハ適當ナル縦區畫ヲ有スベシ

第八十三規則 舷 牆

舷  
牆

船舶ハ少クトモ九百九十ミリメートルノ高サノ常設舷牆ニシテ上縁ニ於テ特ニ防撓セラレ、梁ノ所在個所ニ於テ甲板ニ取附ケラルタル堅牢ナル舷牆支柱ニ依リ支持セラレ且必要ナル放水口ヲ有スルモノヲ備フルカ又ハ之ト同一ノ高サ及特ニ堅牢ナル構造ノ實效アル欄干ヲ備フベシ

and, in addition, a poop, or a raised quarter deck with a strong steel hood or deck house fitted aft.

Rule LXXXI.—*Machinery Casings.*

Machinery casings on the freeboard deck are to be protected by a superstructure of at least standard height, unless the machinery casings are of sufficient strength and height to permit of the carriage of timber alongside.

Rule LXXXII.—*Double Bottom Tanks.*

Double bottom tanks where fitted within the midship half length of the ship are to have adequate longitudinal subdivision.

Rule LXXXIII.—*Bulwarks.*

The ship must be fitted either with permanent bulwarks at least 3 feet 3 inches high, specially stiffened on the upper edge and supported by strong bulwark stays attached to the deck in the way of the beams and provided with necessary freeing ports, or with efficient rails of the same height as the above and of specially strong construction.

第八十四規則 甲板積木材貨物ニ依リ  
蔽ハルル甲板口

乾舷甲板ノ下方ノ場所ヘノ開口ハ之ヲ定著的ニ閉鎖シ且帶金ニ依リ締附クベシ艙口梁、縦材及蓋ノ如キ一切ノ裝置ハ適當ノ場所ニ在ルベシ艙内ノ通風必要ナルトキハ通風筒ハ之ヲ實效的ニ保護スベシ

甲板積木材貨物に蔽はれる甲板口

第八十五規則 積付

乾舷甲板ノ「ウェル」ハ能フ限り固ク積付ケラレタル木材ヲ以テ少クトモ船橋樓ノ標準ノ高サ迄滿スベシ

積付

冬期ニ於テ季節冬期帶域内ニ在ル船舶ニ在リテハ乾舷甲板ノ上方ノ甲板積貨物ノ高サハ船舶ノ最大幅ノ三分ノ一ヲ超ユルコトヲ得ズ

一切ノ甲板積木材貨物ハ之ヲ密ニ積付ケ、縛リ且定著スベシ甲板積木材貨物ハ如何ナル場合ニ於テモ船舶ノ航行及必要ナル作業ヲ妨害シ又ハ水分ノ吸收ニ依ルガ如キ重量ノ増加竝ニ燃料及貯藏品ノ消費ニ依ルガ如キ重量ノ減少ヲ考慮シタル上航行ノ一切ノ道程ニ於テ復原性ニ安全ナル餘裕アルコトヲ妨害セザルコトヲ要ス

Rule LXXXIV.—*Deck Openings covered by Timber Deck Cargo.*

Openings to spaces below the freeboard deck are to be securely closed and battened down. All fittings, such as hatchway beams, fore-and-afters, and covers, are to be in place. Where hold ventilation is needed, the ventilators are to be efficiently protected.

Rule LXXXV.—*Stowage.*

The wells on the freeboard deck are to be filled with timber stowed as solidly as possible, to at least the standard height of a bridge.

On a ship within a seasonal winter zone in winter, the height of the deck cargo above the freeboard deck is not to exceed one-third of the extreme breadth of the ship.

All timber deck cargo is to be compactly stowed, lashed and secured. It must not interfere in any way with the navigation and necessary work of the ship, or with the provisions of a safe margin of stability at all stages of the voyage, regard being given to additions of weight, such as those due to absorption of water and to losses of weight such as those due to consumption of fuel and stores.

第八十六規則 船員ノ保護、機關室ヘ  
ノ通路等

船員の保  
護、機関  
室への通  
路等

船員室區域、機關室其ノ他船舶ノ必要ナル作業ニ使用セラルル一切ノ部分ヘノ安全且十分ナル通路ハ何時ニテモ利用シ得ルモノタルベシスル部分ヘノ通路ヲ成ス開口ノ所在個所ニ於ケル甲板積貨物ハ開口ガ水ノ浸入ニ對シ適當ニ閉鎖定著セラレ得ル様之ヲ積付クベシ垂直ニ三十センチメートルヲ超エザル間隔ニ配置セラレタル保護欄干又ハ救命索ヨリ成ル船員ニ對スル實效的保護裝置ヲ甲板積貨物ノ各側ニ於テ貨物ノ上方少クトモ一メートル二二ノ高サ迄設クベシ貨物ハ通路ノ爲之ヲ十分水平ニ爲スベシ

第八十七規則 操舵設備

操舵設備

操舵設備ハ貨物ニ依リ損傷ヲ受ケザル様之ヲ實效的ニ保護スベク且實行可能ナル限り近寄り得ルモノトスベシ主操舵設備ニ於ケル故障ノ場合ニ操舵シ得ル爲實效アル設備ヲ爲スベシ

第八十八規則 支 杆

Rule LXXXVI.—*Protection of Crew, Access to  
Machinery Space, &c.*

Safe and satisfactory access to the quarters of the crew, to the machinery space and to all other parts used in the necessary work of the ship, is to be available at all times. Deck cargo in way of openings which give access to such parts is to be stowed that the openings can be properly closed and secured against the admission of water. Efficient protection for the crew in the form of guard rails or life lines, spaced not more than 12 inches apart vertically, is to be provided on each side of the deck cargo to a height of at least 4 feet above the cargo. The cargo is to be made sufficiently level for gangway purposes.

Rule LXXXVII.—*Steering Arrangements.*

Steering arrangements are to be effectively protected from damage by cargo, and, as far as practicable, are to be accessible. Efficient provision is to be made for steering in the event of a breakdown in the main steering arrangements.

Rule LXXXVIII.—*Uprights.*

支  
杆

木材ノ性質ニ依リ支杆ヲ必要トスルトキハ支杆ハ適當ナル強サノモノタルベク木製又ハ金屬製タルコトヲ得支杆ノ間隔ハ搭載木材ノ長サ及特性ニ對シ適當ナルコトヲ要ス但シ三メートル〇五ヲ超ユルコトヲ得ズ支杆ヲ定著スル爲ニハ梁上側板ニ實效的ニ定著セラレタル堅牢ナル山形材若ハ金屬製壺金又ハ同等ニ實效アル裝置ヲ備フベシ

第八十九規則 縛 索

縛  
索

甲板積木材貨物ハ兩側ニ互ル獨立ノ縛索ニシテ三メートル〇五ヲ超エザル間隔ニ配置セラレタルモノニ依リ其ノ全長ヲ通シ實效的ニ之ヲ定著スベシ  
右縛索用ノ眼附板ハ三メートル〇五ヲ超エザル間隔ニテ之ヲ舷側厚板ニ鋏著スベク船樓ノ端隔壁ヨリ最初ノ眼附板迄ノ距離ハ一メートル九八ヲ超エザルモノトス追加ノ眼附板ハ之ヲ梁上側板ニ取附クルコトヲ得

兩側ニ互ル縛索ハ良好ナル狀態ニ在ルベク且何時ニテモ近寄り得ル滑鈎及緊螺ヲ取附ケラレタル十九ミリメートル以上ノ短鑲鎖又ハ同等ノ強サノ柔軟鋼索タルベシ鋼索ノ縛索ハ其ノ長サヲ調整シ得シムル短キ長鑲鎖ヲ備フベシ

Uprights when required by the nature of the timber are to be of adequate strength and may be of wood or metal; the spacing is to be suitable for the length and character of timber carried, but is not to exceed 10 feet. Strong angles or metal sockets efficiently secured to the stringer plate or equally efficient means are to be provided for securing the uprights.

Rule LXXXIX.—*Lashings.*

Timber deck cargo is to be efficiently secured throughout its length by independent overall lashings spaced not more than 10 feet apart.

Eye plates for these lashings are to be riveted to the sheer-strake at intervals of not more than 10 feet, the distance from an end bulkhead of a superstructure to the first eye plate being not more than 6 feet 6 inches. Additional eye plates may be fitted on the stringer plate.

Overall lashings are to be in good condition and are to be not less than  $\frac{3}{4}$  inch close link chain or flexible wire rope of equivalent strength, fitted with shphooks and stretching screws, which are to be accessible at all times. Wire rope lashings are to have a short length of long link chain to permit the length of lashings to be regulated.

木材ノ長サガ三メートル六六未満ナルトキハ縛索ノ間隔ハ木材ノ長サニ適應スル様之ヲ減ズルカ又ハ他ノ適當ナル設備ヲ爲スベシ

縛索ノ間隔ガ一メートル五二以下ナルトキハ縛索ノ寸法ハ之ヲ減ズルコトヲ得ルモ十二ミリメートル七未満ノ鎖又ハ十二ミリメートル七ノ鎖ヨリモ抵抗力少キ鋼索ヲ使用スルコトヲ得ズ  
縛索ヲ定著スルニ要スル一切ノ裝置ハ縛索ノ強サニ相等スル強サノモノタルベシ  
船樓甲板ニ取附ケラレタル支杆ハ約三メートル〇五ノ間隔ニ在ルベク且十分ナル強サノ横縛索ニ依リ定著セラルベシ

#### 第九十規則 圖面

前記ノ條件及規則ニ從ヒ甲板積木材貨物ヲ積付ケ且定著スル爲ノ裝置及設備ヲ示ス圖面ハ之ヲ指定機關ニ提出スベシ

#### 乾 舷

#### 第九十一規則 乾舷ノ算定

指定機關ニ於テ船舶ガ適當タリ且其ノ狀態及設備ガ甲板積木材貨物ノ搭載ニ關スル前記ノ要件ト少クトモ同

When timber is in lengths less than 12 feet, the spacing of the lashing is to be reduced to suit the length of timber or other suitable provision made.

When the spacing of the lashings is 5 feet or less, the size of the lashing may be reduced, but not less than  $\frac{1}{8}$  inch chain or equivalent wire rope is to be used.

All fittings required for securing the lashings are to be of strength corresponding to the strength of the lashings.

On superstructure decks, uprights, where fitted, are to be about 10 feet apart and are to be secured by athwartship lashings of ample strength.

#### Rule XC.—Plans.

Plans showing the fittings and arrangements for stowing and securing timber deck cargoes in compliance with the foregoing conditions and regulations are to be submitted to the Assigning Authority.

#### *Freeboard.*

#### Rule XCI.—*Computation of Freeboard.*

Where the Assigning Authority is satisfied that the ship is suitable and that the conditions and arrangements



等ナルコトヲ認メタルトキハ第三編ノ規則及表ニ從ヒ算定セラレタル夏期乾舷ハ特別ナル木材乾舷ヲ得ル爲第五十三規則ノ百分率ニ代フルニ左ノ百分率ヲ以テスルコトニ依リ之ヲ變更スルコトヲ得

are at least equal to the foregoing requirements for the carriage of timber deck cargo, the Summer freeboards computed in accordance with the Rules and Tables in Part III may be modified to give special timber freeboards, by substituting the following percentages for those in Rule LIII:

船樓ノ實效的長サノ合計

0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
パーセント 20	パーセント 30.75	パーセント 41.5	パーセント 52.25	パーセント 63	パーセント 69.25	パーセント 75.5	パーセント 81.5	パーセント 87.5	パーセント 93.75	パーセント 100

Total Effective Length of Superstructures.

0	•1L	•2L	•3L	•4L	•5L	•6L	•7L	•8L	•9L	1.0L
パーセント 20	パーセント 30.75	パーセント 41.5	パーセント 52.25	パーセント 63	パーセント 69.25	パーセント 75.5	パーセント 81.5	パーセント 87.5	パーセント 93.75	パーセント 100

冬期木材乾舷ハ夏期木材乾舷ニ夏期木材型吃水ノ三十  
六分ノ一ヲ加ヘ之ヲ求ムベシ

The Winter Timber freeboard is to be obtained by adding to the Summer Timber freeboard one-third of an inch per foot of the moulded Summer Timber draught.

冬期北大西洋木材乾舷ハ第六十五規則ニ定ムル冬期北

The Winter North Atlantic Timber freeboards are the

大西洋乾舷トス  
熱帶木材乾舷ハ夏期木材乾舷ヨリ夏期木材型吃水ノ四  
十八分ノ一ヲ控除シ之ヲ求ムベシ

第六編 槽船ニ對スル滿載吃水線

定義

槽船 「槽船」ナル用語ハ包裝セザル液體貨物ノ搭載  
ノ爲特別ニ構造セラレタル一切ノ汽船ヲ包含ス

語義

第九十二規則 舷ニ於ケル標示

舷における標示

舷ニ於ケル標示ハ第四規則ニ圖示セラルルモノタルベシ

餘分ノ積載ニ對スル補足的指定條件

第九十三規則 船舶ノ構造

船舶の構造

船舶ノ構造ハ指定セラルル乾舷ニ相當スル増加吃水ニ  
對シ十分ナル強サノモノタルベシ

第九十四規則 船首樓

國際滿載吃水線條約 第一附屬書

Winter North Atlantic freeboards prescribed in Rule LXV.  
The Tropical Timber freeboard is to be obtained by  
deducting from the Summer Timber freeboard one-quarter  
of an inch per foot of the moulded Summer Timber draught.

Part VI.—Load Lines for Tankers.

*Definition.*

*Tanker.*—The term “tanker” includes all steamers  
specially constructed for the carriage of liquid cargoes in  
bulk.

Rule XCII.—Marks on the Ship's Sides.

The marks on the ship's sides are to be as provided in  
the figure in Rule IV.

*Supplementary Conditions of Assignment for*

*Deeper Loading.*

Rule XCIII.—Construction of Ship.

The structure of the ship is to be of sufficient strength  
for the increased draught corresponding to the freeboard  
assigned.

Rule XCIV.—Forecastle.

船首樓

船舶ハ長サガ船舶ノ長サノ七「パーセント」以上ニシテ高サガ標準ノ高サ以上タル船首樓ヲ備フベシ

機関室圍壁

第九十五規則 機関室圍壁

乾舷甲板ノ機関室圍壁ニ於ケル開口ニハ鋼製戸ヲ備フベシ右圍壁ハ少クトモ標準ノ高サノ蔽圍セラレタル船尾樓若ハ船橋樓ニ依リ又ハ同一ノ高サ及同等ノ強サノ甲板室ニ依リ之ヲ保護スベシ此等ノ建設物ノ端ニ於ケル隔壁ハ船橋樓前端隔壁ニ對シ要求セラルル寸法ノモノタルベシ乾舷甲板ヨリ右建設物ヘノ一切ノ入口ニハ實效アル閉鎖設備ヲ備フベク且敷居ハ甲板ノ上方少クトモ四百五十七ミリメートルタルベシ船樓甲板ノ暴露セル機関室圍壁ハ堅牢ナル構造ノモノタルベク且右圍壁ニ於ケル一切ノ開口ニハ圍壁ニ常設的ニ取附ケラレ且兩側ヨリ閉鎖定著セラレ得ル鋼製閉鎖設備ヲ備フベシ右開口ノ敷居ハ甲板ノ上方少クトモ三百八十ミリメートルタルベシ焚火室口ハ船樓甲板ノ上方合理的且實行可能ナル限り高カルベク且適當ノ位置ニ常設的ニ取附ケラレタル堅牢ナル鋼製蓋ヲ有スベシ

The ship is to have a forecastle of which the length is not less than 7 per cent. of the length of the ship and the height is not less than the standard height.

Rule XCV.—*Machinery Casings.*

The openings in machinery casings on the freeboard deck are to be fitted with steel doors. The casings are to be protected by an enclosed poop or bridge of at least standard height, or by a deck house of equal height and of equivalent strength. The bulkheads at the ends of these structures are to be of the scantlings required for bridge front bulkheads. All entrances to the structures from the freeboard deck are to be fitted with effective closing appliances and the sills are to be at least 18 inches above the deck. Exposed machinery casings on the superstructure deck are to be of substantial construction, and all openings in them are to be fitted with steel closing appliances permanently attached to the casings and capable of being closed and secured from both sides; the sills of such openings are to be at least 15 inches above the deck. Fiddle openings are to be as high above the superstructure deck as is reasonable and practicable and are to have strong steel covers permanently attached in their proper positions.

通路

第九十六規則 通路

實效的ニ構造セラレ且暴露部ニ對シ十分ナル強サヲ有スル常設通路ヲ船尾樓ト船舶ノ中央ニ於ケル船橋樓トノ間ニ於テ又船員ガ船首ニ寢室ヲ有スルトキハ船橋樓ヨリ船首樓ニ至ル間ニ於テ船樓甲板ノ平面ニ於テ縦通シテ取附クベシ通路ノ目的ヲ達スル爲他ノ同等ナル通路裝置例ヘバ甲板ノ下方ノ通路ノ如キヲ設クルコトヲ得

第九十七規則 船員ノ保護、機關室ヘノ通路等

船員ノ保護、機關室ヘノ通路等

通路ノ平面ヨリ船員室區域、機關室其ノ他船舶ノ必要ナル作業ニ使用セラルル一切ノ部分ヘノ安全且十分ナル通路ハ何時ニテモ利用シ得ルモノタルベシ本規則ハ乾舷甲板ヨリ出入スル「ポンプ」室ガ第一級閉鎖設備ヲ有スルトキハ之ニ適用セズ

第九十八規則 艙口

乾舷甲板ノ及膨脹「トランク」甲板ノ一切ノ艙口ハ實效アル鋼製蓋ニ依リ之ヲ水密ニ閉鎖スベシ

Rule XCVI.—Gangway.

An efficiently constructed permanent gangway of sufficient strength for its exposed position is to be fitted fore and aft at the level of the superstructure deck between the poop and midship bridge, and when crew are berthed forward, from the bridge to the forecastle, or other equivalent means of access may be provided to carry out the purpose of the gangway, such as passages below deck.

Rule XCVII.—Protection of Crew, Access to Machinery Space, &c.

Safe and satisfactory access from the gangway level to the quarters of the crew, the machinery space and all other parts used in the necessary work of the ship, is to be available at all times. This rule does not apply to pump rooms entered from the freeboard deck, when fitted with Class 1 closing appliances.

Rule XCVIII.—Hatchways.

All hatchways on the freeboard deck and on the deck of expansion trunks are to be closed watertight by efficient steel covers.

艙口

第九十九規則 通風筒

通風筒  
乾舷甲板ノ下方ノ場所ニ通ズル通風筒ハ十分ナル強サ  
ノモノタルカ又ハ船樓若ハ同等ニ實效アル裝置ニ依リ  
保護セラルベシ

第一百規則 放水設備

放水設備  
舷牆ヲ有スル船舶ニハ露天甲板ノ暴露部ノ長サノ少ク  
トモ二分ノ一ニ互リ取附ケラレタル開放欄干又ハ他ノ  
實效アル放水設備ヲ備フベシ舷側厚板ノ上縁ハ實行可  
能ナル限り低ク維持セラルベク且成ルベクハ舷緣山形  
材ノ上縁ヨリ高カラザラシムベシ

船樓ガ「トランク」ニ依リ連結セラルトキハ開放欄  
干ハ乾舷甲板ノ露天部ノ全長ニ互リ之ヲ取附クベシ

第一百規則 圖面

圖面  
計畫シタル裝置及設備ヲ示ス圖面ハ承認ノ爲指定機關  
ニ之ヲ提出スベシ

乾舷

第一百二規則 乾舷ノ算定

Rule XCIX.—Ventilators.

Ventilators to spaces below the freeboard deck are to be of ample strength or are to be protected by superstructures or equally efficient means.

Rule C.—Freeing Arrangements.

Ships with bulwarks are to have open rails fitted for at least half the length of the exposed portion of the weather deck or other effective freeing arrangements. The upper edge of the sheer-strake is to be kept as low as practicable, and preferably not higher than the upper edge of the gunwale bar.

Where superstructures are connected by trunks, open rails are to be fitted for the whole length of the weather portions of the freeboard deck.

Rule CI.—Plans.

Plans showing proposed fittings and arrangements are to be submitted to the Assigning Authority for approval.

Freeboards.

Rule CII.—Computation of Freeboard.

乾舷の算定

指定機關ニ於テ前記ノ要件ガ充サレタルコトヲ認メタルトキハ夏期乾舷ハ槽船ニ對スル表ヨリ之ヲ算定スルコトヲ得平甲板汽船、分立船樓、超過舷弧高及北大西洋横斷ノ冬期航海ニ對スル修正ヲ除キ一切ノ修正ハ本規則第三編ニ從ヒ之ヲ爲スベシ

When the Assigning Authority is satisfied that the foregoing requirements are fulfilled, the Summer freeboard may be computed from the Table for Tankers; all corrections except those for flush-deck steamers, detached superstructures, excess sheer, and winter voyages across the North Atlantic are to be made in accordance with Part III of the Rules.

第百三規則 分立船樓ニ關スル控除

分立船樓  
に關する  
控除

船樓ノ實效的長サノ合計ガLヨリ小ナルトキハ控除ハ長サLニ等シキ船樓ニ關スル控除ノ百分率トシ左ノ表ヨリ之ヲ求ム

Rule CIII.—*Deduction for Detached Superstructures.*

When the total effective length of superstructure is less than 1.0 L, the deduction is a percentage of that for a superstructure of length 1.0 L, and is obtained from the following table:—

船樓ノ實效的長サノ合計

	0	0.1L	0.2L	0.3L	0.4L	0.5L	0.6L	0.7L	0.8L	0.9L	1.0L
一切ノ型式	パーセント 0	パーセント 7	パーセント 14	パーセント 21	パーセント 31	パーセント 41	パーセント 52	パーセント 63	パーセント 75.3	パーセント 87.7	パーセント 100

Total Effective Length of Superstructures.

	0	•1L	•2L	•3L	•4L	•5L	•6L	•7L	•8L	•9L	•1.0L
All types... ..	% 0	% 7	% 14	% 21	% 31	% 41	% 52	% 63	% 75.3	% 87.7	% 100

起過舷弧  
高に關す  
る控除

第四百四規則 超過舷弧高ニ關スル控除

舷弧高ガ標準ヨリ大ナルトキハ超過舷弧高ニ對スル修正(第三編汽船ニ對スル滿載吃水線第五十七規則參照)ハ一切ノ槽船ニ對シ乾舷ヨリ之ヲ控除ス第三編第五十九規則ハ超過舷弧高ニ關スル最大ノ控除ガ船舶ノ長サ三十メートル五〇ナルトキ三十八ミリメートルトシ三十メートル五〇ノ加ハル毎ニ三十八ミリメートルノ割合ニテ増加スルコトヲ除ク外之ヲ適用セズ

第四百五規則 冬期北大西洋乾舷

冬期中ノ北緯三十六度以北ノ北大西洋橫斷ノ航海ニ對スル最小乾舷ハ冬期乾舷ニ長サ三十メートル五〇ニ付二十五ミリメートル四ノ割合ノ増加ヲ爲シタルモノトス

第四百六規則 槽船ニ對スル乾舷表

Rule CIV.—*Deduction for Excess Sheer.*

Where the sheer is greater than the standard, the correction for excess sheer (see Rule LVII of Part III, Load Lines for Steamers) is deducted from the freeboard for all tankers. Rule LIX of Part III does not apply except that the maximum deduction for excess sheer is 1½ inches at 100 feet and increases at the rate of 1½ inches for each additional 100 feet in the length of the ship.

Rule CV.—*Winter North Atlantic Freeboard.*

The minimum freeboard for voyages across the North Atlantic, north of latitude 36° N., during the winter months, is the Winter Freeboard plus an addition at a rate of 1 inch per 100 feet in length.

Rule CVI.—*Freeboard Table for Tankers.*

冬期北大  
西洋乾舷

槽す船  
る乾に  
舷対

L	乾 舷	L	乾 舷
メートル 57.91	メートル 546	メートル 121.92	メートル 1587
60.96	587	124.97	1648
64.01	627	128.02	1712
67.06	668	131.06	1775
70.10	711	134.11	1841
73.15	754	137.16	1908
76.20	800	140.21	1974
79.25	846	143.26	2037
82.30	894	146.30	2101
85.34	942	149.35	2162
88.39	993	152.40	2222
91.44	1044	155.45	2281
94.49	1095	158.50	2339
97.54	1146	161.54	2395
100.58	1196	164.59	2451
103.63	1250	167.64	2504
106.68	1303	170.69	2558
109.73	1359	173.74	2609
112.78	1415	176.78	2657
115.82	1471	179.83	2705
118.87	1529	182.88	2753

長サ百八十二メートル八八ヲ超ユル船舶ハ主管廳之ヲ  
處理スベシ

L in Feet.	Freeboard in Inches.	L in Feet.	Freeboard in Inches.
190	21.5	400	62.5
200	23.1	410	64.9
210	24.7	420	67.4
220	26.3	430	69.9
230	28.0	440	72.5
240	29.7	450	75.1
250	31.5	460	77.7
260	33.3	470	80.2
270	35.2	480	82.7
280	37.1	490	85.1
290	39.1	500	87.5
300	41.1	510	89.8
310	43.1	520	92.1
320	45.1	530	94.3
330	47.1	540	96.5
340	49.2	550	98.6
350	51.3	560	100.7
360	53.5	570	102.7
370	55.7	580	104.6
380	57.0	590	106.5
390	60.2	600	108.4

Ships above 600 feet are to be dealt with by the Administration.