

**Index No.** \_\_\_\_\_  
**(For London Office only.)**

No. 1351.

REGULARS RELATING TO ALL STEAM SHIPS ~~ETHER FRESH DECKED OR WITH~~  
ALLANT FORECASTLES, SHORT POOPS AND BRIDGE HOUSES DISCONNECTED, ~~OR~~  
~~FOR CALLANT FORECASTLES HAVING LONG POOPS OR RAISED QUARTER DECKS~~  
~~CONNECTED WITH BRIDGE HOUSES OR OTHERWISE~~

Port of Survey N A G A S A K I.  
Date of Survey 26th October, 1921.  
Name of Surveyor R. Crawford.

Ship's Name.	Port of Registry and Nationality.	Official Number.	Gross Tonnage.	Date of Build.	Particulars of Classification.
<u>ARUNA MARU</u>	Tokio. Japanese.		10,421	1922.	*IOOAI, Contemplated.

LENGTH.	BREADTH.	DEPTH.	UNDER DECK TONNAGE.
495	62.27	34.16	8392
494.3	Frame Depth 12 Rule " 7 5	Ceiling Fitted Sheer + .84	Peak Tanks
Cargo Battens fitted. - .84			
494.3	61.43	35.0	8392

Moulded Depth as measured..... 37' - 0" ✓

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

Addition for Keel below base line  
for draught record... **2**...  $\frac{1}{8}$ .....inches.

### CORRECTION FOR LENGTH.

Length of Ship on Loadline.....	494.3	-	
Length in Table .....	444.0	-	
Difference .....	50.3	-	
Correction for 10ft., Table A. ....	1.7	-	Table C.
× Difference divided by 10 .....	8.55	(if required.)	
If $\frac{1}{10}$ ths length covered divide by 2	4.27	=	+ 4 $\frac{1}{4}$ "

CORRECTION FOR IRON DECK.

Proportion covered, if less than  $\frac{7}{10}$ ths length covered .....

Thickness of usual wood deck, less stringer .....

3½" wood sheathing.

CORRECTION FOR ROUND OF BEAM.

NOTE. — The round of beam should be reported on the full breadth of vessel at the gunwale.

Breadth at Gunwale amidships.....	62.0	✓
Round of Beam .....	15 $\frac{1}{2}$	✓
Normal round.....	15 $\frac{1}{2}$	✓
Difference .....	/	÷ 2 =.....
Proportion of Deck uncovered (Para. 19) .....		

Freeboard, Table A .....	10' - <del>4</del> <sup>1</sup> / <sub>4</sub> "	5"
Correction for Sheer .....	- 7 <sup>1</sup> / <sub>2</sub> "	-
	<hr/>	
	9' - 9 <sup>1</sup> / <sub>2</sub> "	
Correction for Length .....	+ 4 <sup>1</sup> / <sub>4</sub> "	-
	<hr/>	
	10' - 1 <sup>1</sup> / <sub>4</sub> "	3/4"
Allowance for Deck Erections .....	- 1' - 1"	-
	<hr/>	
	9' - 0 <sup>1</sup> / <sub>4</sub> "	3/4"

Correction for Round of Beam.....

Correction for fall in Sheer (if any).....

Correction for Iron Deck (if required) .....

Additions for non-compliance with provisions of {  
Para. 11 (a) and (e) † } .....

Other Corrections (if any) To...correspond to.....  
subdivision load line of 28'- 0" + 3 1/2" 3"  
moulded, 9' - 3 3/4"

Winter Freeboard .....

Summer Freeboard .....

Indian Summer Freeboard .....

N. A. Winter Freeboard .....

Correction necessary because clearside amidships, measured  
in accordance with the Statute is not taken at the  
intersection of the ~~wood or~~ ~~deck~~ deck with side.

Winter Freeboard from deck line .....

Summer        "        "        "        "        .....

Indian Summer       "       "       "       .....

N. A. Winter „ „ „ .....

Deck :— For all seasons, 9' - 5½"

Fresh Water Line	above centre of Disc	...	...	...	...	...	...	...
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[illegible]

Winter Line below

Winter North Atlantic Line

g are of unusual thickness the breadth of vessel to inside

kin planking, or ceiling are of unusual thickness the breadth of vessel to inside could be reported if possible.

ing an allowance for deck erections under Para. 11 where the sheer drops abaft amidship of the R.Q.D. is to be taken from the level of the top of the amidship beam.

vessels the total standard mean sheer means the sheer measured at the stem and stern-essels having poops and forecastles, it means the sheer measured at points distant of the vessel's length from stem and stern-post.

+ 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  
REF ID: A66422

009116 - 009121 - 0253



Do all the Frames extend to the top height in the Poop? Yes Raised Quarter Deck? / Bridge House? Yes Forecastle? Yes  
 To what height do the Reverse Frames extend? To 2nd deck, except in No.1, 3 & 4 holds.  
 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 W. T. Steel Doors.  
 Is the Poop or Raised Quarter Deck connected with the Bridge House? No Has the Bridge House an efficient Bulkhead at the fore end? Yes.  
 Give particulars of the means for closing the openings in Bulkhead No openings.  
 What is the thickness of the Bridge Front plating? .40" and Coaming plate? .44"  
 Give scantlings and spacing of the Stiffeners 9' x 3 1/2" x .64 B.A. Spaced 33" apart.  
 Are bracket plates fitted at each end of the Stiffeners? Yes. Are hor'l. brackets fitted connecting Bridge Bulk'd. with Bulwarks? Yes.  
 Has the Bridge House an efficient Iron Bulkhead at the after end? Yes.  
 How are the openings closed? Storm boards half height in riveted steel channels.  
 Is the Forecastle at least as high as the main or top-gallant rail? Yes. Has the Forecastle an efficient Iron or Wood Bulk'd. at after end? Yes.  
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? Bridge and also steel superstructures fitted.  
 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 E = 8'-6" above Boat Dk.  
B = 2'-3" " 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		No.1 Ford 20'3"x18'0"	No.2, 30'x 20'	No.3, 12' x 16' on bridge.	No.4, 15'x 20'	No.5, 24x20.	No.6, 18x20!
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING.	Height above top of DECK	30		30		30	
Thickness	Sides.....	.44		.44		.44	
	Ends.....	.44	AS	.44	AS	.44	AS
SHIFTING BEAMS OR WEB PLATES.	Number .....	3	Approved	5	Approved	2	Approved
	Section and Scantlings .....	16"-8"x.36		18"-9"x.36		18"-9"x.36	
	Material .....	Angles 4x3x.44		Angles 3 1/2 x 3 x .50		Angles 4x3x.44	
FORE AND AFTERS.	Number .....	None		Do		Do	
	Section and Scantlings .....						
	Material .....						
HATCHES Thickness .....		3"		Do		Do	
Remarks.....		Good					

\* 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? / Strake between Main and Bridge Sheerstrakes? /

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, are not satisfactory.

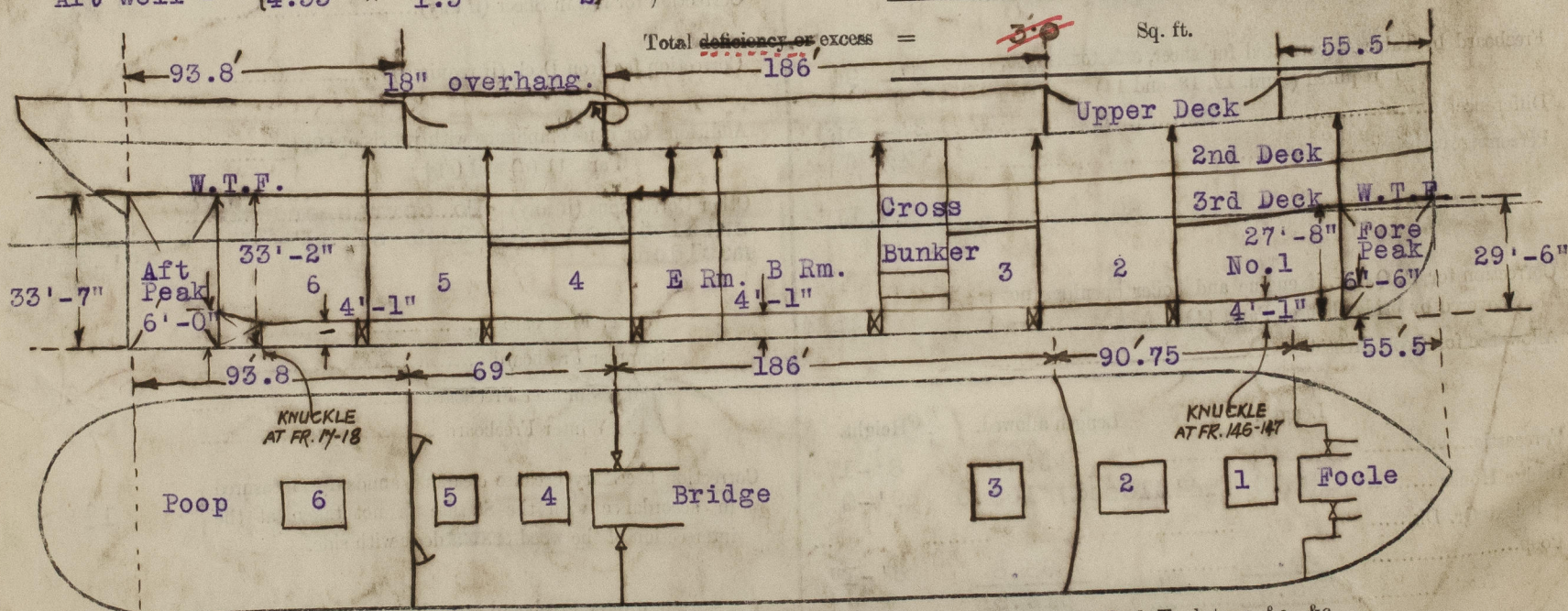
Length of Bulwarks in well 159.75 feet.

Area of Freeing Ports required by Para. 11 (e) each side of vessel = 32.50 Sq. ft.

Ft. Tenths. Ft. Tenths. No. } Freeing Ports (each side of vessel) = 35.50 Sq. ft.

Fore well =  $4.33 \times 1.5 \times 3$   
 Aft well =  $4.33 \times 1.5 \times 2$

Total deficiency or excess = 3.5 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 Channel framing. Spaced 36" apart, with rev. Fr. to 2nd Dk.

Formal request form and report on requirements of Board of Trade Instructions relating to the construction of Passenger Steamships are herewith enclosed.

Owners Nippon Yusen Kabushiki Kaisha., (Sister Vessel to s/s "Hakone Maru" Report No.1342.)

Address Tokio. Japan.

Fee £ Yen, 150:00

Received by me  
 27/2/22

B. Crawford

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