

DISCLOSED

TUE. 1 MAY. 1921

Index No. 29967
(For London Office only.)Lloyd's Register of 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 YOKOHAMA
Date of Survey WHILE BUILDING
Name of Surveyor James Pritchett

Particulars of Classification.

+100 A.I. CONTEMPLATED.

Ship's Name

MATSUYE MARU
YOKOHAMA DOCK CO. NO. 80

Port of Registry and Nationality.

TOKYO
JAPANESE

Official Number.

28102

Gross Tonnage.

7061.33

Date of Build.

1921

Registered dimensions from Ship's Register.

LENGTH.
445BREADTH.
58.26DEPTH.
31.33UNDER DECK TONNAGE.
6449.73Moulded Depth as measured..... 34'-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 1/4 inches.

CORRECTION FOR LENGTH.

Length of Ship on Loadline..... 445
Length in Table 408
Difference 37
Correction for 10ft., Table A. 1.7 Table C. .8
× Difference divided by 10 6.29 (if required.) 2.96
If 10ths length covered divide by 2 +6.4 +3

CORRECTION FOR IRON DECK.

Proportion covered, if less than 10ths length covered 46
Thickness of usual wood deck, less stringer 3 1/2 = -1 3/4

CORRECTION FOR ROUND OF BEAM.

Breadth at Gunwale amidships..... 56'
Round of Beam 14 1/2
Normal round..... 14
Difference 1/2 ÷ 2 = 1/4
Proportion of Deck uncovered (Para. 19) 54 1/8

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

efficient of fineness.....
modification necessary [Para. 4 (a) to (e)]*
efficient as correctedStem 114 1/2 166 1/2 ÷ 2 = 83 1/4 Mean
Sternpost 52
Stem at 1/8 of the length from Sternpost 70 98 1/2 ÷ 2 = 49 1/4 Mean
28 1/2 55.89.54Actual mean Sheer 86.39
Standard mean Sheer [Table, Para. 18] 54.50 Correction
Difference..... 31.89 ÷ 4 = -8

If limited as Para. 18 (f)

Rise in Sheer { At front of bridge house.....
from amidships {
Para. 18 (e) { At after end of forecastleFall in Sheer {
Para. 18 (d) { ÷ 2 =
Length uncoveredNO Correction
(BRIDGE FITTED.)

ALLOWANCE FOR DECK ERECTIONS:—

Freeboard, Table C..... 6-0
Correction for Length, if required (Para. 12, 13, and 14) +3
6-3
Freeboard by Table A, corrected for sheer, and for length, if required (Para. 12, 13, and 14) 9-0 1/4
Difference 2-9 1/4
Percentage as below..... 29.2
9.41Correction for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)
Allowance for Deck Erections 9 1/4 3/4Length. Length allowed. Height.
Forecastle..... 35-3 35.25 7-6
Bridge House 135-0 135.00 8-0
Raised Qr. Dk.....
Poop..... 34-9 34.75 7-9
Total 205.00 = 46
Length of Ship 445
Corresponding percentage (Para. 12, 13, or 14) { 29.2 %

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

Fresh Water Line above centre of Disc
Indian Summer Line " " "
Winter Line below " "
Winter North Atlantic Line " " "18. 5. 21.If the frames, skin planking, or ceiling are of unusual thickness the breadth of vessel to inside of ceiling should be reported if possible.
In vessels requiring 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.
In flush-decked vessels the round standard mean sheer means the sheer measured at the stem and sternpost. In vessels having poops and forecastles, it means the sheer measured at points distant one-eighth of the vessel's length from stem and sternpost.

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.

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? **BULB ANGLE FRAMES.**
 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 **HINGED STEEL DOOR.**
 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 **HINGED N.T. STEEL DOORS.**
 What is the thickness of the Bridge Front plating? **.40** and Coaming plate? **.44**
 Give scantlings and spacing of the Stiffeners **9*3 1/2*.64 BULB ANGLE. 30" 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? **CHANNELS RIV'D HALF HEIGHT + STORM BOARDS FITTED.**
 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? **COVERED BY BRIDGE.**
 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.	Nº 1. 18' x 18'		Nº 2A. 33' x 20'		Nº 2B. 15' x 20'		Nº 3. 15' x 18' ON BRIDGE DECK.		Nº 4. 12' x 18'	
Item.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING. Height above top of DECK	30"		30"		30"		30"		30"	
Thickness Sides	.44		.54		.44		.44		.44	
Ends	.44		.44		.44		.44		.44	
SHIFTING BEAMS OR WEB PLATES.										
Number	3		6		2		2		2	
Section and Scantlings	PT. 15-7 1/2*.36		PT. 17-8 1/2*.36		PT. 16-8*.36		PT. 12-6*.3		PT. 14-7*.34	
Material	4*3*.44		4*3*.44		4*3*.44		3 1/2*3 1/2*.44		4*3*.44	
* FORE AND AFTERS.										
Number	✓		✓		✓		✓		✓	
Section and Scantlings										
Material										
HATCHES Thickness	3"		3"		3"		3"		3"	
Remarks	7*3*.4 B.A. STIFFENER AROUND COAMINGS OF ALL HATCHES EXCEPT Nº 3.									

* 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?

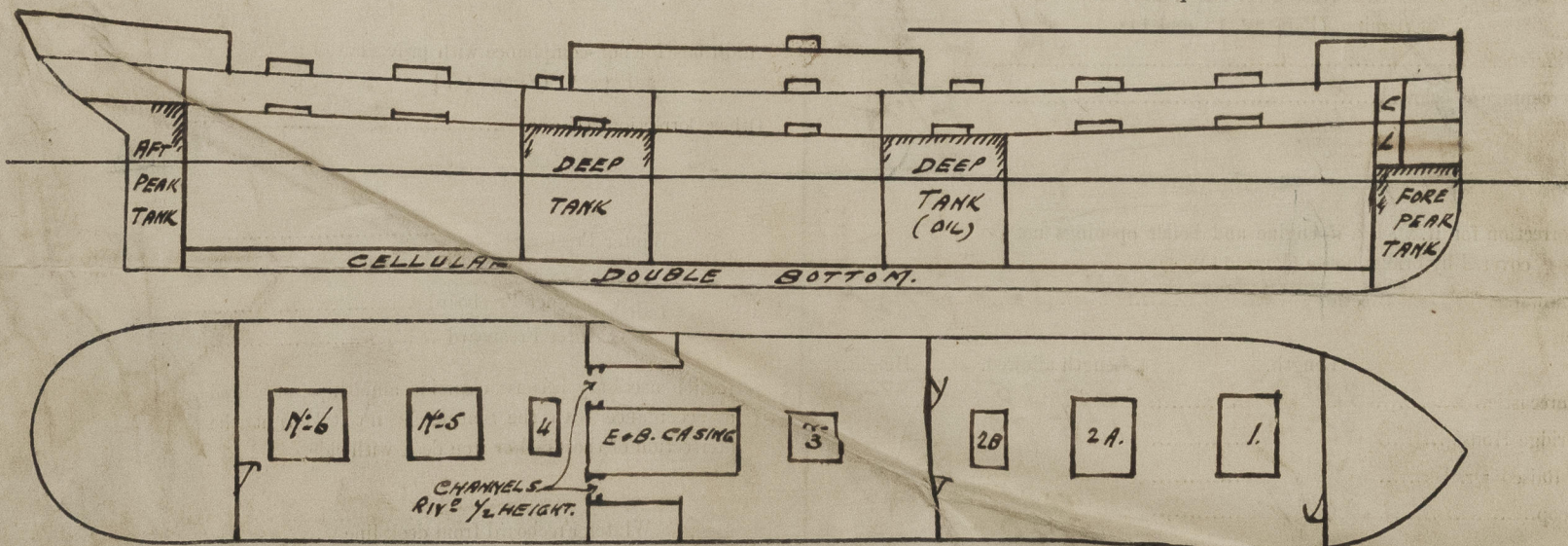
Delete the words that do not apply { The Crew are, are not, berthed in the bridge house.
 { The arrangements to enable them to get backwards and forwards from their quarters are, are not satisfactory.

Length of Bulwarks in well

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

Ft. Tenth.	Ft. Tenth.	No.	Freeing Ports (each side of vessel) =	Sq. ft.
x	x			
x	x			

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

This Vessel is a Sister Vessel of T.S.S. MITO MARU REPORT Nº 2786

Nº 5 HATCH 30' x 18' x 2'-6" 5 WEBS. SIDE COAM. .5 END COAM. .44 WEBS 16" x 8" x 36 PT. ANGLES 4*3*.44

Nº 6 " 21' x 18' x 2'-6" 4 WEBS. SIDE COAM. .44 END COAM. .44 WEBS 14" x 7" x 36 PT. ANGLES 4*3*.44

Owners NIPPON YUSEN KAISHA.

3 HATCH COVERS + 7*3*.4 B.A. STIFF. ON Nº 5, 6 HATCHES.

Address TOKYO.

YEN. 150.

Received by me

6-4-21

Lloyd's Register Foundation