

Toyama Maru
24256.

DISCLOSED
MAY 10 210-1X

TUE. - 8 FEB. 1916

MAY 30.
TUE.-8.FEB.
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 *Nagasaki*
Date of Survey *15 Jan'y 1916*
Name of Surveyor *E. D. Aitken*

Ship's Name. *"S.S." TOKIWA MARU*
 Yard No. *249.*
 in Register Book _____

Port of Registry
and Nationality.
Tokio
Japan

Official
Number.

Gross
Tonnage.
7278

Date of Build.
1916

Particulars of Classification.

LENGTH.	BREADTH. <i>ext</i>	DEPTH.	UNDER DECK TONNAGE.
444.5	58.25	31.0	6494
444.5	Frame Depth 12 Rule " 7 5 83	Ceiling <i>fixed</i> Sheer .93 6" drop in tank + .25 Depth to tank 31.83	Peak <i>inc.</i> Tanks 11 frames + at Tunnel
444.5	54.42 58.25	31.93 32.51	6494 6491

Moulded Depth as measured..... **34'-0"** ✓

$35 - 2\frac{1}{2}$
 $3 - 10\frac{1}{2}$
 $31 - 4$

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.....	444.5 ✓	
Length in Table	408.0 ✓	
Difference	36.5 ✓	
Correction for 10ft., Table A.	1.7 ✓	Table C. .8 ✓
× Difference divided by 10	6 $\frac{1}{4}$ ✓	(if required.) 3" ✓
If $\frac{6}{10}$ ths length covered divide by 2		
	6.20	

CORRECTION FOR IRON DECK.

Proportion covered, if less than $\frac{7}{10}$ this length covered $\frac{4.67}{10}$
 Thickness of usual wood deck, less stringer $3\frac{1}{2}$

 $13\frac{1}{4}$

CORRECTION FOR ROUND OF BEAM

Breadth at Gunwale amidships.....	56-0
Round of Beam	14 1/2
Normal round.....	14 1/2
Difference	0 ÷ 2 =
Proportion of Deck uncovered (Para. 19)	

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

Percent of fineness.....	78	<div style="border: 1px solid black; border-radius: 50%; padding: 5px; display: inline-block;">782</div>
Refinement necessary }	78	
4 (a) to (e)]* }	02	all 0.13.
Percent as corrected	76	
	78	

Stem..... 114 } $165.25 \div 2 = 82.625$..Mean
 Sternpost ... 57.25 } $36 \overline{) 33.73}$
 1/4 of the length from { Stem 69.5 } $97.0 \div 2 = 48.5$..Mean
 Sternpost 27.5 } $88.18 \overline{) 88.40} \div 55 = 88.18$
 mean Shear
 1 mean Shear [Table, Para. 18] 54.45 Correction
 Difference..... $33.73 \div 4 = 8.43$
 added as Para. 18 (f)..... 30.95
 7.44

in Sheer { At front of bridge house.....
 midships {
 18.(e)] { At after end of forecastle ✓

in Sheer {
 18 (d) } $\div 2 =$
 uncovered ✓

Correction

ALLOWANCE FOR DECK ERECTIONS:—		
rd, Table C.....	6 - 0	6 - 0 ✓
on for Length, if required (Para. 12, 13, and 14)	2.92	+ 3
	6 - 2.92	6 - 3 ✓
rd by Table A. corrected for sheer, and for length, }	9 - 0.46	9 - 10 1/2 ✓
if required (Para. 12, 13, and 14) }		2 - 9 1/2
ce	2 - 9.54	29.7 ✓
age as below.....		10" ✓

tion for R. Q. Dk. if engine and boiler openings not covered by bridge house (Para. 11)

ce for Deck Erections 9.96

	Length.	Length allowed.	Height.
tile.....	35-	35.0	7-9
House	138	138.0	8-0
d Qr. Dk.....			
	<u>34.75</u>	<u>34.75</u>	7-9
Total	<u>207.75</u>	<u>207.75</u>	
of Ship	444.5-	<u>207.75</u>	= 467
		444.5-	
onding percentage	29.7%		
(11, 12, 13, or 14)			

BOARD recommended amidsips from centre of Disc to te of Statutory D

2.16

Fresh Water Line	above cer	e of Disc
Indian Summer Line	"	"
Winter Line	below	"
Winter-North Atlantic Line		

Freeboard, Table A	9 - 2.0	9 - 3 2 ✓
Correction for Sheer	<u>7.44</u>	- <u>8 $\frac{1}{2}$ 7 $\frac{3}{4}$ ✓</u>
	8 - 6.26	8 - 7 6 $\frac{1}{4}$ ✓
Correction for Length	+ 6.20	+ <u>6 $\frac{1}{4}$</u>
	<u>9 - 0.46</u>	9 - 7 $\frac{1}{4}$ 0 $\frac{1}{2}$ ✓
Allowance for Deck Erections	<u>9.96</u>	- <u>10</u> ✓
	8 - 2.50	8 - 3 $\frac{3}{4}$ 2 $\frac{1}{2}$ ✓
Correction for Round of Beam.....		
Correction for fall in Sheer (if any).....		
Correction for Iron Deck (if required)		- <u>X $\frac{2}{2}$ $\frac{3}{4}$</u> ✓
		8 - X $\frac{3}{4}$ 0 $\frac{3}{4}$ ✓
Additions for non-compliance with provisions of {		
Para. 11 (d) and (e) ‡ {		
Other Corrections (if any)		

Winter Freeboard	8 - 15 0 $\frac{3}{4}$ -
Summer Freeboard	7 - 12 6 $\frac{1}{2}$ -
Indian Summer Freeboard	7 - 14 0 $\frac{1}{4}$ -
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 iron deck with side. } 2" ✓

Winter Freeboard from deck line	8 - 5 1/2 2 3/4
Summer " " " "	7 - 4 1/2 8 1/2
Indian Summer " " " "	7 - 3 1/2 7 1/2

ine, ~~Wood~~ (Iron) Deck :-

* 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 obtaining an allowance for deck erections under Para. 11, where the sheer drops ab aft 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 total standard main 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 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
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measured relatively to the straight
line the vessel's draft at time of
test.

Do all the Frames extend to the top height in the Poop? *yes* Raised Quarter Deck? *L* Bridge House? *yes* Forecastle? *yes*
 To what height do the Reverse Frames extend? *None*
 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 W.T. 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 *Hinged W.T. Doors*
 What is the thickness of the Bridge Front plating? *.40* and Coaming plate? *.44*
 Give scantlings and spacing of the Stiffeners *Bulk angles 9x3 1/2 x 64 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? *Part 2 alloy ways*
 How are the openings closed? *Wash boards half height in riveted 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? *steel*
 Are the Engine and Boiler openings covered by a Bridge, Poop, Raised Quarter Deck, or enclosed by a Strong Iron or Steel Deckhouse? *Bridge*
 If the openings are not so protected are the exposed parts of the Casings efficiently constructed? *L*
 Give thickness of plating; scantlings and spacing of Stiffeners *L*
 What is the height of the exposed Casings? *6 1/2" above load line* Are suitable means provided for closing all openings in them in bad weather? *yes*
 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.		N ^o 1 18 x 18		N ^o 2 33 x 20		N ^o 3 15 x 18		N ^o 4 on bridge bulk 15 x 16		N ^o 5 12 x 18	
Item.		Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.	Ship.	Rule.
COAMING	Height above top of DECK	30		30		30		18		30	
	Sides	.44		.34		.40		.40		.36	
	Thickness	.40		.40		.36		.36		.36	
SHIFTING BEAMS OR WEB PLATES	Number	3 7 1/2		6 7 1/2		2 7 1/2		2 7 1/2		2 7 1/2	
	Section and Scantlings	4x3x40		4x3x40		4x3x40		3x3x40		4x5x40	
	Material	34x20-15		40x24-19		34x22-17		34x20-15		34x20-15	
FORE AND AFTERS	Number	no		no		no		no		no	
	Section and Scantlings										
	Material										
HATCHES Thickness		3"		3"		3"		3"		3"	
Remarks											

* When the Fore and Afters are of wood the depth should be stated from the underside of the hatches.

(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? *.80* Strake between Main and Bridge Sheerstrakes? *.76*

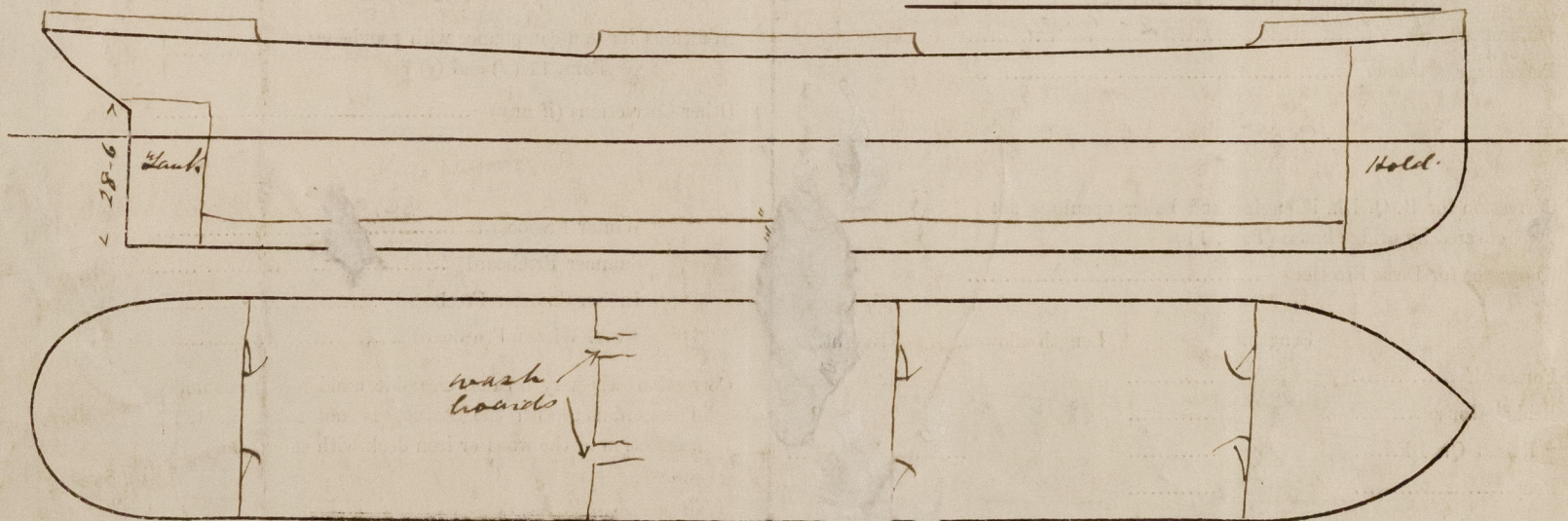
Delete the words { The Crew ~~are~~, are not, berthed in the bridge house.
 that do not apply { The arrangements to enable them to get backwards and forwards from their quarters are, ~~are not~~ satisfactory.

Length of Bulwarks in well *123 fwd 114 aft*

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

Ft.	Tenths.	Ft.	Tenths.	No.	Freeing Ports (each side of vessel)	= 25.27 aft 23.51 fwd Sq. ft.
aft 4.75	x 1.33	x 4				
fwd 4.42	x 1.33	x 4				

Total deficiency or excess = Sq. ft.



Show hereon line of Floors or Tank Top with position of any Bre

ne; also height of Peak Tank tops, &c., &c.

State any special features in the construction of the Vessel *None*

"Toyama Maru" Report N^o 983. Request *is enclosed.*

Owners

Address

Fee £

Received by me



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Foundation