

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office WED. 1 MAY 1918

Date of completion of report 14 March 1918 State if Report is also sent on the Machinery of the Vessel yes.
Survey held at NAGASAKI Port of NAGASAKI
Date, First Survey 29 March 1917 Last Survey 9 March 1918

On the (State if Single, Twin, or Triple Screw) Twin Screw "AFRICA MARU" Rig Schooner
TONNAGE under 6867.39
Tonnage Deck 1929.12
Do. between Tonnage Dk. and 3rd and 4th Dk. 8796.51
Total under Upper Dk. 105.50
Do. of Poop 144.44

CLASS +100A.1 shell
deck with putward
Breadth (greatest moulded) 61.0
Depth, at middle of length from top of keel to top of upper deck beams at side 32.75
Transverse Number 93.75
Length on deck from fore part of stem to after part of stern post 475.0
Longitudinal Number 44531.25
Depth "d," at middle of length (See Secs. 2 & 13) 117.73
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.65
Long Bridge Deck Beam at side to top of keel 14.50

Master H. Yamamoto
Year of appointment 1918
Built at Nagasaki
When built 1918 Launched 30 Jan 1918
By whom built Mitsubishi Kisen Kaisha
Owners Osaka Shosen Kaisha
Managers Osaka
Residence Osaka
Port belonging to Osaka

Destined Voyage Nang Kong. If Surveyed while Building, Afloat, or in Dry Dock Building
Feet. Inches. BREADTH—Top of Floors to top of Upper Dk. Beams 30 1 1/4 No. of Decks with flat laid 3
Rule 475 0 Moulded 61 0 Do. do. do. do. Second Dk. Beams 38 1 1/4 No. of Tiers of Beams 3
Moulded depth, ft. 40 ins. 75 To Bridge Dk. Round of Upper Dk. Beam, Actual 15 1/4 ins.
Moulded depth, ft. 32 ins. 75 To Upper Dk. Dk. Beam, Actual

| FRAMING. | | | | PILLARS. | | | |
|--|--|--|--|--|--|--|--|
| Inches in Ship. | | | | Inches in Ship. | | | |
| E, Angles, or Bars amidships | | | | PILLARS, In 'tween Deck, size and spacing | | | |
| Peaks | | | | Hold | | | |
| In way of Double Bottoms at Solid Floors | | | | Quarter 'tween Dks. | | | |
| " " B.A. at intermdt. Bkts. | | | | in Hold | | | |
| of Frames from centre to centre amidships | | | | KEELSONS & STRINGERS. | | | |
| " length to Collision bulkhead | | | | CENTRE LINE KEELSON, Vertical Plate above | | | |
| " " in peaks | | | | floors, Through Plate, or Intercostal Plate | | | |
| RSED FRAME, Angles | | | | Rider Plate | | | |
| in way of Double Bottoms at Solid Floors | | | | Flat Plate Keel Angles | | | |
| " " B.A. at intermdt. Bkts. | | | | Horizontal Plates on Floors | | | |
| LING, depth of girder | | | | Angles or Bulb Angles | | | |
| ORS, depth and thickness of Floor Plate | | | | SIDE KEELSONS, Number | | | |
| at mid-line for length amidships | | | | Angles or Bulb Angles | | | |
| in way of Engine and Boiler Spaces | | | | Plate above floors, for length | | | |
| thickness at the ends of vessel | | | | Intercostal Plate, for length | | | |
| depth at 1/2 the half breadth, as per Rule | | | | Attached to outside Plating with Angle | | | |
| height extended at the Bilges | | | | BILGE KEELSON, Angles | | | |
| ORS in Cell. Double Bottoms | | | | Intercostal Plate for length | | | |
| state if flanged (top & bottom) | | | | Attached to outside Plating with Angle | | | |
| Spacing of Solid floors | | | | SIDE STRINGERS, Number | | | |
| FRE GIRDER, in Dbl. bottom, dpth. & thcknss. | | | | Angle | | | |
| Angles, Top | | | | Intercostal Plate, for length | | | |
| Bottom | | | | Attached to outside plating with Angle | | | |
| to Floors | | | | Upper Deck Stringer Plate, br'dth & thickness | | | |
| Brackets at intermdt. frmng., wdth & thcknss | | | | (clear of Bridge) | | | |
| E GIRDERS, number on each side & thickness | | | | br'dth & thickness | | | |
| state if flanged (top and bottom) | | | | (in way of Bridge) | | | |
| Angles (top and bottom) | | | | Angle (clear of Bridge) | | | |
| to Floors | | | | Tie Plate at sides of Hatchways | | | |
| RGIN PLATE, depth (exclusive of flange) | | | | Deck. * Iron or Steel, for lng. | | | |
| and thickness | | | | Thickness (clear of Bridge) | | | |
| Angle to Outside Plating | | | | (in way of Bridge) | | | |
| Floors | | | | Wood Deck. Material & thickness | | | |
| Brackets at intermdt. frmng., wdth & thcknss | | | | Second Deck Stringer Plate, br'dth & thickness | | | |
| Height of Outside Brackets above at bilge | | | | Angles on ditto, No. 2 | | | |
| ER BOTTOM PLATING, breadth and thickness of Middle Line Strake | | | | Tie Plates outside Hatchways | | | |
| in Engine and Boiler space | | | | Deck. * Iron or Steel, for lng. | | | |
| Remainder in Holds | | | | Wood Deck. Material & thickness | | | |
| AMS, Upper Deck, Single Angle, Bulb | | | | Third Deck Stringer Plate, br'dth & thickness | | | |
| Angle, Plate, Tee Bulb, or Channel | | | | Angles on ditto, No. 2 | | | |
| In way of Long Bridge | | | | Tie Plates, outside Hatchways | | | |
| Spacing | | | | Deck. * Material and thickness | | | |
| AMS, Second Deck, Single Angle, Bulb | | | | Fourth and Fifth Deck Stringer Plate, br'dth & thickness | | | |
| Angle, Plate, Tee Bulb, or Channel | | | | Angles on ditto, No. | | | |
| Spacing | | | | Tie Plates outside Hatchways | | | |
| AMS, Third and Fourth Deck, Single Angle, Bulb | | | | Deck. Material & thickness | | | |
| Angle, Plate, Tee Bulb, or Channel | | | | Poop Deck Stringer Plate, breadth & thickness | | | |
| Angles on upper edge | | | | Angle on ditto | | | |
| Spacing | | | | Tie Plates | | | |
| BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | Deck. Material and thickness | | | |
| Angles on upper edge | | | | Bridge Deck Stringer Plate, br'dth & thickness | | | |
| Spacing | | | | Angle on ditto | | | |
| BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | Tie Plates | | | |
| Angles on upper edge | | | | Deck. Material and thickness | | | |
| Spacing | | | | Forecastle Deck Stringer Plate, br'dth & th'kns | | | |
| BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel | | | | Angle on ditto | | | |
| Angles on upper edge | | | | Tie Plates | | | |
| Spacing | | | | Deck. Material and thickness | | | |

Form No. 16. WEB FRAMES. FORGINGS or CASTINGS. BULKHEADS. W.T. BULKHEADS. COLLISION PARTITION LONGITUDINAL. PLATING. STRAKES. KEEL, Bar, depth and thickness. STEM, moulding and thickness. STERN-POST for Rudder do. RUDDER-A x D Table 22. RUDDER, how constructed. RIVETING. BUTTS. MASTS, SPARS, &c. LOWER MASTS. Bowsprit. Topmasts, Yards and Remainder of Spars. Rigging, Material and Size, Shrouds. Sails.

EQUIPMENT No. 118524. LETTER A. ANCHORS. TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS. CHAIN CABLES. HAWSERS AND WARPS. Boats. Steering Gear, Steam. Steering Gear, Hand. Pumps. Windlass. Engine Room Skylights. Coal Bunker Openings. Number of Scuppers. Ceiling in Holds. Cargo Hatchways. State size No. 1 Hatch. Number of Web Plates. Bulwarks. Correspondence. Workmanship. Is the riveted work properly closed? Are the liners between the frames and plates solid single pieces? Are the butts of Plating, Stringers, &c., properly shifted and strapped? Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? General Remarks. The workmanship & materials are good. This vessel has been built in accordance with the approved plans and in conformity with the Rules for the class contemplated. Plans sent under separate cover, of Section Profile & Decks Forgings Bulkheads Exposed plating Pillars & girder table 4. Forging & Casting certificates. (2) with will follow plan of oil sample. Similar to Manila Maru Rept 1005. The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans to be forwarded with F.E. Report showing vessel as built. The amount of Entry Fee. Special Survey Fee. Travelling Expenses, if any. State whether the Vessel has been built under Special Survey. I am of opinion this Vessel should be Classed. With, or without Freeboard, as condition of Class. Committee's Minute. Character assigned. TUE. 7-MAY. 1918. 100771. Shelter Deck with fhd. Lloyd's Register of Shipping.

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.75 ft., R.Q.D. ft., Bridge 30 ft., Forecastle 11.6 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated

No. and Material of Decks (if Iron or Steel) and whether wholly or partially covered with wood, and No. of tiers of Beams (this information is to be given as should appear in the Register Book) 2 Plks (Stl) & Shelter Plk (Stl) 3rd Plk (Stl) in N^o 1 hold.

Official No. ; Signal Letters . State if Machinery is fitted aft no

How are the surfaces preserved from oxidation? Inside Paint & cement. Tank top in boiler room & bunkers Bitumastic. Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors Cellular

| Where Fitted. | *Length. Feet. | Water Capacity. Tons. | Where Fitted. | *Length. Feet. | Water Capacity. Tons. |
|---|---------------------------------|--------------------------|--|-------------------|--------------------------|
| Double bottom, aft, | <u>14.7</u> | <u>55.2</u> | Fore peak tank, | <u>24</u> | <u>14.9</u> |
| Double bottom, under Engines and Boilers, | <u>8.4</u> | <u>44.7</u> | After peak tank, | <u>16</u> | <u>41</u> |
| Double bottom, if under Engines only, | | | Deep tank, aft, | <u>4.8</u> | <u>5.12</u> |
| Double bottom, if under Boilers only, | | | Deep tank, forward, | | |
| Double bottom, forward, | <u>17.6</u> | <u>66.5</u> | Other tanks, if fitted, | | |
| | Total capacity of double bottom | <u>166.4</u> | (If necessary, furnish further information by sketch.) | | |

* The wells are not to be included in the lengths of the tanks. 7 State whether the above have been tested as required by the Rules. Yes
Note. N^o 6 tank & forepeak oil tight & humps fitted. N^o 6 = 48' = 258 tons included above.

Order for Special Survey No.

Date 20/7/16

No. 270 in builder's yard.

DATES of Surveys held while building

1917
Mar 29. Apr 5-6-11-23 May 7-11-15-24-31. June 2-7 July 3-5 9 12-20-26-31 Aug 2-11.
15-20. Sept 6-11-17-21-26 Oct 1-3-4-6-13-20-22-24-25-26-30 Nov 3-6-9-13-24-26-30
Dec 1-3-10-13-15-17-19-20-28. 1918 Jan 4-7-11-14-15-16-21-22-23-24-25-28-30 Feb
1-3-5-6-7-12-13-15-23-27-28 Mar 2-6-9.

Total No. of Visits 84

Surveyor's Signature

G. D. Cuthbert