

~~Awning or Shelter Deck,~~
~~or Pt. Awning Deck.~~ (17) **STEEL STEAMER.**

No. 826

MON. JUN. 23. 1913

State if Report is also sent on the Machinery of the Vessel *yes*

Port of *Nagasaki* Date of completion of Report *7 June 1913* Received at London Office

Survey held at *Nagasaki* Date, First Survey *2 Feb. 1912* Last Survey *7 June*

On the *Twin Screw Steamer Gunline S.S. "ANYO MARU"* Rig *Schooner*

1913

TONNAGE under Tonnage Deck... *6742.21*

CLASS *+100A1. Shelter Dk.*

FEET.

Master *J. Ota*

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *1961.79*

Breadth (greatest moulded) *60.00*

Year of Appointment (1) As Master in service of owner of present vessel: *1905*
(2) As Master of this vessel: *1913*

Total under Upper Dk. *8704.00*

Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *32.50*

Built at *Nagasaki*

Do. of Poop

Deduct height of 'tween deck when this does not exceed 8ft.

When built *1913* Launched *26.1.13*

Do. of R. Or. Dk.

Transverse Number *22.50*

By whom built *Mitsui Bishi Dockyard Co. Ltd.*

Do. of Bridge House

Length on deck from fore part of stem to after part of sternpost *460.00*

Owners *Yoyo Kisen Kaisha*

Do. of Forecastle

Longitudinal Number *42550.0*

Managers

Do. of Houses on Deck *829.81*

Depth "d" at middle of length. See Secs. 2 & 13 *14.67*

Residence

Do. of excess of Hatchways

Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *11.36*

Port belonging to *Yokohama*

Do. above Crown of Engine Room *9533.81*

Upper Deck at side to top of keel *14.15*

Do. above Crown of Engine Room *572.03*

Destined Voyage *Yokohama*

If Surveyed while Building, Afloat, or in Dry Dock *Building*

Do. above Crown of Engine Room *8961.78*

Do. above Crown of Engine Room *3050.82*

Do. above Crown of Engine Room

Do. above Crown of Engine Room

Register Tonnage *5910.96*

as cut on Beam...

LENGTH on Deck as per Rule	Ft.	Ins.	BREADTH Moulded	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid
<i>460</i>	<i>0</i>		<i>60</i>	<i>0</i>		<i>32.50</i>	<i>do.</i>	<i>37</i>	<i>11</i>	<i>3</i>
							<i>Upper Deck Beams</i>	<i>29</i>	<i>11</i>	<i>No. of Tiers of Beams 3</i>

Dimensions of Ship per Register, *Japanese* *38.0* Awn. or Shelter Dk. Moulded depth, ft. *32* ins. *6* To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual *15* ins.

Length *466.30* breadth *58.95* depth *30.0* Upper Deck. Moulded depth, ft. *40* ins. *6* To Upper Dk.

FRAMING.						FORGINGS AND CASTINGS.						Inches in Ship.		Inches per Rule. Or as Approved.	
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.										
FRAME, Angles, or E or L Bars, amidships	10	3 1/2	54	10	3 1/2	54	KEEL, Bar, depth and thickness	slab	12 x 1 1/2		12 x 1 1/2				
Do. in peaks	8	3 1/2	12/20	8	3 1/2	12/20	STEM, moulding and thickness		11 x 2 7/8		11 x 2 7/8				
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	STERN-POST for Rudder do. do.		13 x 8		13 x 8				
at intermdt. Bkts.							" for Propeller		19 1/2 x 8		19 1/2 x 8				
spacing of Frames from centre to centre amidships		27 1/2	1		27 1/2		RUDDER-A x D* Table 22 A=168.7, D=3.96								
" length to collision bulkhead		27	1		27		" Main Piece, diameter at head		11 3/4		11 3/4				
" of Frames from centre to centre in peaks		24	1		24		" " " " at heel		8 1/2		8 1/2				
REVERSED FRAME, Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44	RUDDER, how constructed	Yagings single plate	22/20						
FRAMING, depth of girder		10	1		10		Can the Rudder be unshipped afloat?	no							
FLOORS, depth and thickness of Floor Plate															
at mid-line for 1/2 length amidships															
" in way of Engine and Boiler spaces	E-52	B-62		E-52	B-62										
" thickness at the ends of vessel			40			40									
" depth at 1/2 the half-bdth. as per Rule															
" height extended at the Bilges		74			74										
FLOORS & BRACKETS, in Cell Dble Bottoms	46		42	46	42										
state if flanged (top & bottom)		20			20										
spacing		27 1/2	1		27 1/2										
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	46		56	46	56										
" Angles, Top	3 1/2	3 1/2	54	3 1/2	3 1/2	54									
" Bottom	6	6	12/20	6	6	12/20									
" to Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44									
SIDE GIRDERS, number and thickness	3		42	3		42									
" state if flanged (top & bottom)		20			20										
" Angles	3	3	42	3	3	42									
MARGIN PLATE, depth (exclusive of flange)	36		50	36		50									
and thickness															
" Angles to outside plating	4	4	50	4	4	50									
" to floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44									
" Height of Brackets above at bilge		74			74										
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	46		56	46		56									
" thickness in Engine and Boiler space	E-52	B-58		E-52	B-58										
" Remainder in Holds	9/20	42		9/20	42										
BEAMS, Awn. or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8	3	42	8	3	42									
" Angles on upper edge															
" Spacing		27 1/2	1		27 1/2										
BEAMS, Upper or Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	8	3	42	8	3	42									
" Angles on upper edge															
" Spacing		27 1/2	1		27 1/2										
BEAMS, Third or Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3 1/2	54	10	3 1/2	54									
" Angles on upper edge															
" Spacing		27 1/2	1		27 1/2										
BEAMS, Fourth or Fifth Deck, Plate, Tee Bulb or Channel															
" Angles on upper edge															
" Spacing															
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel															
" Angles on upper edge															
" Spacing															
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel															
" Angles on upper edge															
" Spacing															
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel															
" Angles on upper edge															
" Spacing															
PILLARS, In 'tween Deck, size and spacing	3 Rows 55"	2 1/2	3 Rows 55"	2 1/2	3 Rows 55"	2 1/2									
" Hold	"	3 1/4	"	"	3 1/4										
" Quarter 'tween Dks.															
" in Hold	5" and built	5" and built													
WEB FRAMES, In Fore Body, No. and spacing	one	one													
" br'dth. & thickness	22	44		22	44										
" No. of Side Stringers															
WEB FRAMES, In E. & B. Space, No. & spacing	5 at 6 spaces	5 at 6 spaces													
" br'dth. & thickness	22	44		22	44										
WEB FRAMES, In After Body, No. and spacing	4 various	4 various													
" br'dth. & thickness	22	44		22	44										
" No. of Side Stringers	2	22	40	2	22	40									
" Size of Face Angles to Web Frames	4	3 1/2	52	4	3 1/2	52									
BRACKET PLATES to Stringers between Web Frames, depth and thickness	18	18	9/20	18	18	9/20									

KEELSONS AND STRINGERS.																			
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.	Inches per Rule Or as Approved.													
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate																			
" Rider Plate																			
" Flat Keel Plate Angles																			
" Horizontal Plates on Floors																			
" Angles or Bulb Angles																			
SIDE KEELSONS, Number																			
" Angles or Bulb Angles																			
" Plate above floors, for length																			
" Intercoastal Plate, for length																			
" Attached to outside plating with Angle																			
2 BILGE KEELSON, Angles	6 1/2	4 1/2	15/20	6 1/2	4 1/2	15/20													
" Intercoastal Plate, for whole length			46			46													
" Attached to outside plating with Angle	4	3 1/2	46	4	3 1/2	46													
1 SIDE STRINGERS, Number	6 1/2	4 1/2	15/20	6 1/2	4 1/2	15/20													
" Angle																			
" Intercoastal Plate, for whole lng.			46			46													
" Attached to outside plating with Angle	4	3 1/2	46	4	3 1/2	46													
Awning or Shelter Deck Stringer Plates, breadth and thickness	26	44	15/20	26	44	15/20													
" Angle on ditto	6 x 6	15/20	6 x 6	15/20															
" Tie Plates, fore and aft, outside Hatchways																			
" Deck * Iron or Steel, for whole lng.			46			46													
" Wood Deck, Material & thickness O.P.	3		3																
Upper or Second Deck Stringer Plate, breadth and thickness	26-36	15/20	26-36	15/20															
" Angles on ditto, No. 2	5 x 5	10/20	5 x 5	10/20															
" Tie Plates, outside Hatchways																			
" Deck * Iron or Steel, for whole lng.		9/20	40	9/20	40														
" Wood Deck, Material & thickness O.P.	Part-3		Part-3																
Third Deck Stringer Plates, br'dth & th'kns	49	44	49	44															
" Angles on ditto, No. 2	5 x 5	10/20	5 x 5	10/20															
" Tie Plates, outside Hatchways																			
" Deck * Material and thickness Steel		36		36															
Fourth and Fifth Deck Stringer Plate, breadth and thickness																			
" Angles on ditto, No.																			
" Tie Plates, outside Hatchways																			
" Deck, Material and thickness																			
Poop Deck Stringer Plate, breadth & thickness																			
" Angles on ditto																			
" Tie Plates																			
" Deck, Material and thickness																			
Bridge Deck Stringer Plate, br'dth & thickness																			
" Angle on ditto																			
" Tie Plates																			
" Deck, Material and thickness																			
Forecastle Deck Stringer Plate, br'dth & th'kns																			
" Angle on ditto																			
" Tie Plates																			
" Deck, Material and thickness																			
* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.																			
X only from H6 to H6 frame.																			
BULKHEADS.												STIFFENERS.				Single or Double Frames.		Height up.	
	In Vessel.	Per Rule.	Thickness.	Horizontal. Size. Spacing.		Vertical. Size. Spacing.													
W. T. BULKHEADS	6	6	36																
COLLISION	1	1	44																
PARTITION	4																		
LONGITUDINAL	1 in deep tank																		
Are the outside Plates doubled two spaces of Frames in length? Brackets																			
Are the Sluice Valves and Watertight Doors in efficient working order? Yes.																			

PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS. ✓								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.	Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.				
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.					Diam.	Spacing or cr. to cr.	Diam.	Spacing or cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL	49	.90	.80	.90	49	.90	2.	6 3/4	(1 1/4)	4 1/2	3. N.	1 1/8	4 1/2	1 1/2	17/20	14	whole		
(If Bar Keel, state Riveting)	52	.70	.70	.70	52	.70	"	6	1	4	2nd 1/2"	1	4			14	"		
GARBOARD OR A STRAKE	64	.70	.70	.70	64	.70	"	6	1	4	"	1	4			14	"		
State actual thickness in way of Double Bottom.	64	.70	.70	.80	64	.70	"	6	1	4	"	1	4			14	"		
B	66	.70	.54	.62	66	.70	"	6	1	4	"	1	4			14	"		
C	64	.70	.50	.80	64	.70	"	6	1	4	"	1	4			14	"		
D	63	.70	.54	.80	63	.70	"	6	1	4	"	1	4			14	"		
E	60	.68	.48	.68	60	.68	3. x D.	8 1/2 x 6	1	4	"	1	4			14	"		
F	72	.68	.48	.68	72	.68	3. x D.	8 1/2 x 6	1	4	"	1	4			14	"		
G	72	.68	.48	.68	72	.68	Q		1	4	"	1	4			14	"		
H																			
J	72	.68	.48	.48	72	.68	"	6	1	4	"	1	4			14	"		
K	69	.68	.48	.48	69	.68	"	6	1	4	"	1	4			14	"		
L	72	.68	.48	.48	72	.68	"	6	1	4	"	1	4			14	"		
M	49	.76	.48	.48	49	.76	"	6	1	4	"	1	4			14	"		
N	49	.86	.48	.50	49	.86					3. N.	1	4	2 1/9	.62				
O																			
P																			
Q																			
R																			
S																			
DOUBLING of Flat Plate Keel																			
" of Sheerstrakes																			
(Length and Thickness)																			
POOP SIDES																			
SHORT BRIDGE SIDES																			
FORECASTLE SIDES																			

Manufacturer's name or trade mark of the Iron or Steel (state process of manufacture of Steel) used for Frames, Floors, Beams, Keelsons, Tie and Stringer Plates, Plating, &c. *Siemens Martin.*

Consitt. S. Durham, Colville, Glasgow.

Palmers, Cargo Fleet, Steel Co of Scotland.

Dorman Long, Theddington.

Has the Steel been tested as required by the Rules? *Yes.*

Awning or Shelter Deck Stringer Plate (Butts, *Quad.* riveted for *half* length amidship. Straps, *single, double or overlapped* for *whole* length amidship.)

Second Deck Stringer Plate (Butts, *Quad.* riveted for *whole* length amidship. Straps, *single, double or overlapped* for *whole* length amidship.)

Butts of Side Stringers *Quad.* riveted.

Tie Plates *Double* riveted.

Inner Bottom Plating, riveting of Edges *Q & S.* Butts *S. D. & S.*

Centre Girder Butts, *S.* riveted **Keelson Butts**, *S.* riveted.

Frames, riveted through Plates with *1" and 7/8 in.* Rivets, about *6-7"* apart.

Rivets, state whether Iron or Steel. *Steel*

FRAMES extend in one length from *Centre to Margin and Margin to Gunwale.* state if ordinary or joggled? *ordinary*

REVERSED FRAMES on floors and frames extend from *B. Angle frames* state if ordinary or joggled? *ordinary*

MASTS, SPARS, &c.												
		Material.	Total Length	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.	
				At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.
LOWER MASTS....	Fore	<i>Steel</i>	<i>91.0</i>	<i>28-40</i>	<i>25-40</i>	<i>23-34</i>	<i>22-34</i>	<i>2</i>	<i>4</i>	<i>3 1/2 x 3 1/2 x 50</i>	<i>Single</i>	<i>S & D.</i>
	Main	<i>Steel</i>	<i>86.0</i>	<i>26-40</i>	<i>26-40</i>	<i>22-34</i>	<i>21 1/2-34</i>	<i>2</i>	<i>3</i>	<i>3 x 3 x 40</i>	<i>"</i>	<i>S & D.</i>
	Mizen	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>
Bowsprit <i>"</i>												
Topmasts, Yards and Remainder of Spars <i>Steel 40ft 22" x 34 5 8 1/4 x 24</i>												
Rigging, Material and Size, Shrouds <i>Steel wire 4" 4 off.</i> Stays <i>4" double.</i>												
Sails. <i>One</i> Suit of Sails, and the following spare sails												

EQUIPMENT No. 46.658 LETTER 21													ANCHORS.				
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQ. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
68019	1st Bower	81	2	14	<i>Stocks</i>	59	10	0	0	81	1	0	0	<i>Halls C. S. Lead</i>	<i>H. Hingley</i>	<i>14/8/12 Green</i>	
68034	2nd "	81	2	9	"	"	"	"	"	81	1	0	0	"	"	<i>17/8/12 "</i>	
68018	3rd "	69	3	17	"	53	15	0	0	69	2	0	0	"	"	<i>14/8/12 "</i>	
	Collective weight	233	0	12		232				232							
68014	Stream	30	0	4	"	28	14	1	14	23	2	0	0	"	"	<i>14/8/12 "</i>	
67941	Kedge	11	2	6	3	0	1	13	10	0	0	11	0	0	<i>Low Stock</i>	"	<i>3/8/12 "</i>

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE.		Fathoms and Size Per Table 31.	Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towing.	Fathoms and size per Table 31.					
	Length.	Diam.		Supplied.	Per Rule.						Length.	Diam.		Length.	Cir.	Length.	Cir.		
46955	150	2 1/2	112.5	157.5	470.0-21	940.0-0	150	2 1/2	<i>Steel</i>	<i>H. Hingley</i>	<i>17/6/12 Green</i>	TOWLINE & BRIS	130	6	85	130	6		
46972	150	2 1/2	"	"	470.0-5	"	"	"	"	"	<i>22/6/12 "</i>	HAWERS & WARPS	120	3 1/2	26	120	3 1/2		
52130	300	3	"	"	940.0-26	"	"	"	"	"	<i>13/6/12 "</i>	<i>manila 50-100</i>	8"		50-100	8"			
Iron Chain or Steel Wire	120	1 3/8	34	51	116.0-11	116.0-10	120	1 3/8	"	"	"	"	120	5		120	5		
													120	3 1/2		120	3 1/2		

Boats *18* Steam Steering Gear *Muir & Caldwell* Hand Steering Gear *Muir & Caldwell*

Pumps, Number *1* *Downton* (14" to peak top) Diameter of Barrel *5 1/2* State whether they are in efficient working order *yes.*

Windlass is *Steam Clarke Chapman.* Capstan *Steam Clarke Chapman.*

Engine Room Skylights.—How constructed? *Steel & bulls eyes.*

What arrangements for deadlights in bad weather? *none.*

Coal Bunker Openings.—How constructed? *Cast-iron scuttles* How are lids secured? *Screws & bayonet joints* Height above deck? *flush.*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *11 scuppers each side, open rails.*

Ceiling in Holds, thickness and material *2 1/2" pine in way of hatch & 1 1/2" Cargo Battens, thickness and material 2" pine.*

Cargo Hatchways.—How formed? *Steel examinges & solid covers* Hatches, If strong and efficient? *yes.*

State size No. 1 Hatch (Forward) *22-6 x 16* No. 2 Hatch *32 x 16* No. 3 Hatch *18-4 x 16* No. 4 Hatch *27-6 x 16*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Nº 1 and 5-4 webs. Nº 2-6 webs. Nº 3-3 webs. Nº 4-5 webs.*

No. of Breasthooks *9* No. of Crutches *3*

Bulwarks, height above deck and description *open rails* Main Rail and Stays, material and size *"*

The above is a correct description. *MITSU BISHI DOCKYARD & ENGINE WORKS.*

Builder's Signature (here only.) *T. Stiel* Surveyor's Signature *E. D. Cairns* Lloyd's Register

General Manager. Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

1911 M. 11 Oct. M. 1 Dec. 1912 M. 5 Jan. M. 5 Sept.

Workmanship. Are the butts of plating planed or otherwise fitted? *planed.*

Is the riveted work properly closed? *yes*

Are the liners between the frames and plates solid single pieces? *yes*

to plate, &c., conform well to each other? *yes*

from the faying surfaces? *yes*

Do any rivets break into or through the seams or butts of plating? *a few?*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes*

Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)? *yes*

State results of tests *Satisfactory*

Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? *yes*

State results of tests *Satisfactory*

General Remarks (State quality of workmanship, &c.)

The Workmanship and materials are good.

This vessel has been built in accordance with the approved plan of Midship Section, and in conformity with the Rules for the class contemplated.

Plans of Section, Profile & Decks, Forgings, Bulkhead, Altered profile are being sent under separate cover.

The Surveyor should state the Number of Report and Name of any Sister Vessel. *None.*

Particulars for Record in the REGISTER BOOK.—Length of Poop *—* ft., R.Q.D. *—* ft., Bridge *—* ft., F'castle *—* ft. (in feet and inches). When the Poop is joined to the B.D., this should be distinctly stated *—*

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 it would appear in the Register Book) *2 Dks (stl) and deep framing & Shells Dk (stl-w.s.)*

Official No. *X later*; Signal Letters *X later*

State if Machinery is fitted aft *no*

How are the surfaces preserved from oxidation? Inside *Bunkers, floors & tank top in boilers* Outside *Paint*
space Bitumastic. Remainder cement & 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,	132-11	389	Fore peak tank,	23-6	128
Double bottom, under Engines and Boilers,	91-8	449	After peak tank,	10-0	27
Double bottom, if under Engines only,			Deep tank aft,	29-9	660
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	177-6	733	Other tanks, if fitted, <i>F.H. built in ship.</i>	16'	126
Total capacity of double bottom	15-71		(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

State whether the above have been tested as required by the Rules *yes*

Special Survey No. <i>1912</i>	DATES OF SURVEYS held while building
Date <i>4 Sept. 1911</i>	<i>Feb. 2-8-13-15-17-19-20-21-23-24-26 March 1-4-6-8-11-13-14-18-19-21-26-28-30 April 2-6-9-10-11-13-16-19-23-25</i>
<i>29</i> in builder's yard.	<i>26-27-29 May 1-2-3-6-8-10-11-13-14-17-20-22-23-27-28-31 June 4-6-10-11-12-13-14-17-18-19-20-21-24-26-27 July 1-5-8-12-13-17-19-22-23-26-27</i>
	<i>Aug. 1-2-5-6-7-9-12-13-14-16-19-21-23-27-29-31 Sept. 4-5-7-10-11-12-16-17-19-20-23-24-25-27-30 Oct. 1-2-3-4-8-9-10-12-14-16-17-18-19-21-22-23</i>
	<i>25-26-28-29-30 Nov. 1-2-4-6-7-8-12-13-15-16-19-20-22-25-26-27-28-29 Dec. 3-5-6-9-10-11-12-13-14-17-18-20-21-23 Jan. 4-6-7-11-13-25-30 Feb. 1-8-13-14</i>
	<i>15-17-25-28 March 4-6-12-14-24-25-26 April 1-2-7-12-15-16-19-24-30 May 3-10-15-17-21-24-29 June 7. Total No. of Visits 203</i>

Amount of Entry Fee, *£ 5 : 0 : 0*
Special *£ 49-23*
Travelling Expenses, if any *£ 373 : 11 : 0*
£ 3678-02

Fees applied for,
7 June 1913
Received by me,
7 June 1913
asw

Certificate to be sent to *Nagasaki* *24/6/13*

Whether the Vessel has been built under Special Survey *yes*

Of opinion this Vessel should be Classed *+100A1. Shelter Deck*

With, or without Freeboard, as condition of Class *With freeboard.*

G. D. Aitken.
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

TUE. JUN. 24. 1913

100A1
Shelter deck with fltd

Lloyd's A & B

+ L.N.B. 6.13



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Lloyd's Register
Foundation

0230 2/2