

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office. TUE 4-JUL 1916

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

Date of completion of report *5th June 1916* Port of *Shanghai* No. *1593*  
Survey held at *Shanghai* Date, First Survey *9.8.15* Last Survey *22.5.16*  
On the (State if Single, Twin, or Triple Screw) *Steel Single Screw Propeller "Iliu" Moormoto* Rig *2 pole masts*

TONNAGE under  
Tonnage Deck  
Do. between Tonnage Dk. and 3rd and 4th Dk.  
Total under Upper Dk. *344*

Do. of Poop  
Do. of R.Q.Dk.  
Do. of Bridge House  
Do. of Forecastle  
Do. of Houses on Dk. *50*  
Do. of excess of Hatchways  
Do. above Crown of Engine Room *50*  
Gross Tonnage *444*  
Less Crew Space  
Less above Crown of Engine Room *50*  
Net Tonnage FOR FEES  
Engine Room  
Navigation Spaces

CLASS *100 A1* For towing purposes  
Breadth (greatest moulded) *26.00*  
Depth, at middle of length from top of keel to top of upper deck beams at side *17.00*  
Transverse Number *43*  
Length on deck from fore part of stem to after part of stern post *146.00*  
Longitudinal Number *6278*  
Depth "d," at middle of length (See Secs. 2 & 13) *15.70*  
Proportions—Depth to Length—Upper Deck Beam at side to top of keel *8.58*  
" " Long Bridge Deck Beam at side to top of keel

Master  
Year of appointment  
Built at *Shanghai*  
When built *1916* Launched *18th April 1916*  
By whom built *The Shanghai Dock & Eng. Co. Ltd.*  
Owners *Russian Government*  
Managers *Entress Artillery*  
Residence *Vladivostok*  
Port belonging to *Vladivostok*

Destined Voyage *Vladivostok* If Surveyed while Building, Afloat, or in Dry Dock *Building*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
	146	00		26	00	Do. do. do. do. Second Dk. Beams	16	4	Grand	Scalped

FRAMING.						PILLARS.					
FRAME, Angles, or E or L Bars amidships						PILLARS, In 'tween Deck, size and spacing					
Do. in peaks	3	3	32	3	32	" " Hold	2 3/8	44	2 3/8	44	
Do. in way of Double Bottoms at Solid Floors						" Quarter 'tween Dks.,	2 3/4	44	2 3/4	44	
" " at intermdt. Bkts.						" " in Hold					
Spacing of Frames from centre to centre amidships	22			22							
" " from # length to Collision bulkhead											
" " in peaks											
REVERSED FRAME, Angles	4	3	32	4	32						
Do. in way of Double Bottoms at Solid Floors											
" " at intermdt. Bkts.											
FRAMING, depth of girder	5			5							
FLOORS, depth and thickness of Floor Plate at mid-line for # length amidships	15 1/2	32		15 1/2	32						
" in way of Engine and Boiler Spaces	36	4	42	36	42						
" thickness at the ends of vessel	28			28							
" depth at 1/2 the half breadth, as per Rule	10			10							
" height extended at the Bilges	70			70							
FLOORS in Cell. Double Bottoms											
" state if flanged (top & bottom)											
" Spacing of Solid floors											
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss.											
" Angles, Top											
" Bottom											
" to Floors											
" Brackets at intermdt. frmg., wdth & thcknss											
SIDE GIRDERS, number on each side & thickness											
" state if flanged (top and bottom)											
" Angles (top and bottom)											
" to Floors											
MARGIN PLATE, depth (exclusive of flange) and thickness											
" Angle to Outside Plating											
" Floors											
" Brackets at intermdt. frmg., wdth & thcknss											
" Height of Outside Brackets above at bilge											
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake											
" in Engine and Boiler space											
" Remainder in Holds											
SAWS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel	5	3	30	5	30						
" In way of Long Bridge											
" Spacing	22			22							
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel											
" Spacing											
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, 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											

KEELSONS & STRINGERS.					
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate					
" Rider Plate	12	44	6.38	12	44
" Flat Plate Keel Angles	8	44	6.38	8	44
" Horizontal Plates on Floors					
" Angles or Bulb Angles	4	3	5/16	3 1/2	3 32
SIDE KEELSONS, Number	One				
" Angles or Bulb Angles	4	3	5/16	3 1/2	3 32
" Plate above floors, for full length	4			3 1/2	
" Intercoastal Plate, for full length	30			30	
" Attached to outside Plating with Angle	3	3	30	3	30
BILGE KEELSON, Angles					
" Intercoastal Plate for length					
" Attached to outside Plating with Angle					
SIDE STRINGERS, Number	Two				
" Angle	4 1/2	3	30	4 1/2	3 30
" Intercoastal Plate, for full length	30			30	
" Attached to outside plating with Angle	3	3	30	3	30
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	30	36		30	36
" " " " (br'dth & thickness in way of Bridge)	3 x 3 x	5/20		3 x 3 x	38
" " " " Angle (clear of Bridge)	8	36		8	36
" Deck * Iron or Steel, for ing.					
" Thickness (clear of Bridge)					
" " (in way of Bridge)					
" Wood Deck. Material & thickness	Leak	2 3/4		Leak	2 3/4
Second Deck Stringer Plate, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates outside Hatchways					
" Deck * Iron or Steel, for ing.					
" Wood Deck. Material & thickness					
Third Deck Stringer Plate, br'dth & thickness					
" Angles on ditto, No.					
" Tie Plates, outside Hatchways					
" Deck * Material and thickness					
Fourth and Fifth Deck Stringer Plate, breadth & thickness					
" Angles on ditto, No.					
" Tie Plates outside Hatchways					
" Deck. Material & thickness					
Poop Deck Stringer Plate, breadth & thickness					
" Angle 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 & thickness					
" 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.



WEB FRAMES.				FORGINGS or CASTINGS.			
WEB FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
No. of Side Stringers				STEM, moulding and thickness			
WEB FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
brdth. & thickness				for Propeller			
WEB FRAMES, In After Body, No. and spacing				RUDDER-A x D* Table 22. Speed 14 knots			
brdth. & thickness				Main-Piece, diameter at head			
No. of Side Stringers				at heel			
Size of Face Angles to Web-Frames				BRACKET PLATES to Stringers between Web Frames, depth and thickness			
BULKHEADS.				RUDDER, how constructed			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?			
COLLISION PARTITION				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.			
LONGITUDINAL				Has the Steel been tested as required by the Rules?			
PLATING.				RIVETING.			
STRAKES.				EDGES.			
FLAT PLATE KEEL				Double or Triple and for what Length.			
GARBOARD OF A STRAKE				RIVETS.			
State actual thickness in way of Double Bottom.				STRAPS.			
Sheerstrakes				If LAPPED.			
THICKNESS OF SHEERSTRAKE				Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other?			
CLEAR OF LONG BRIDGE				Are the rivet holes well and sufficiently countersunk in the plate and punched from the facing surfaces?			
DO. OF STRAKE BELOW				Are the butts of Plating, Stringers, &c., properly shifted and strapped?			
DELG. OF Flat Plate Keel				Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?			
Sheerstrakes				Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?			
Length and thickness.				General Remarks (State quality of workmanship, &c.)			
POOP SIDES				The vessel is built with one more strake of shell plating than as shown in the approved plan of the midship section.			
SHORT BRIDGE SIDES				The position and construction of the chain locker, as shown in the approved plans, has been altered by the Builders. The position of the locker was originally intended to be in the fore peak tank, and as it was being built in, the Builders notice was drawn to the fact that it was not a watertight structure as was required, due to it being in the tank. As the builders declined to make the locker watertight I requested that they submit their proposals regarding it, to which they agreed, but without giving effect to their word until after the vessel was completed. The chain locker as fitted is of wood and is situated in the fore hold. The chain pipes openings, in the windlass sole plate, are only about seven inches above the deck & consequently in heavy weather water could freely pass into the hold. With the exception of the foregoing the vessel has been built according to the approved plans & to the Rules. The material & workmanship is good.			
FORECASTLE SIDES				The Surveyor should state the Number of Report and Name of any Sister Vessel.			
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.				Plans to be forwarded with P.E. Report showing vessel as built.			
Upper Deck Stringer Plate				Butts of Side Stringers			
Second Deck Stringer Plate				Inner Bottom Plating, riveting of Edges			
Centre Girder Butts				Frames, riveted through Plates with			
Rivets, state whether Iron or Steel				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend from				State if ordinary or joggled			
MASTS, SPARS, &c.				RIVETING.			
LOWER MASTS				Seams.			
Bowspit				Butts			
Topmasts, Yards and Remainder of Spars				Stays			
Rigging, Material and Size, Shrouds				Sails, and the following spare sails			
Sails.				Sails.			

EQUIPMENT No. 6648				LETTER 2				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate				WEIGHT EX STOCK				TEST PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 31			
Anchors.				Cable.				Cable.				Description of Anchor.			
45010 1st Bower				10 2 7				12 8 3				Stockless			
45011 2nd				10 1 7				12 4 1				J. Knight & Co. Ltd.			
44993 3rd				8 2 19				10 15 0				19.8.15. S.L. Paul			
20058 4th				29 2 5				29 1 0				Bradley Smith			
20057 Stream				3 2 24				3 22 6				19.8.15. S.L. Paul			
Kedge				1 2 6				1 16 3				Ordinary			
CHAIN CABLES.				HAWERS AND WARPS.											
Number of Certificate				Length and size supplied				Test per Certificate				Description of Cable.			
18455 90				11/16 20.3				30.4 55.0.0				18.9.15. S.L. Paul			
18456 75				11/16 20.3				30.4 46.2.0				95-1-9			
18723 60				7/16 8.5				12.75 16.0.17				15.10.15 S.L. Paul			
Boats				Steel Motor 22' x 6' x 2' 9"				Working Boat 18' x 6' x 2' 6"				Steering Gear, Steam			
Pumps, Number				6				Diameter of Barrel				4 1/2"			
Windlass is				Steam				Capstan				Steam			
Engine Room Skylights				How constructed?				Steel with bulls eyes				What arrangements for deadlights in bad weather?			
Coal Bunker Openings				How constructed?				C.I. Scuttles				How are lids secured?			
Number of Scuppers				and numbers and dimensions of				5 scuppers each side				Lids 3 each side 2' 3" x 1' 3"			
Ceiling in Holds				thickness and material				2 1/2" Oregon pine				Cargo Batten, thickness and material			
Cargo Hatchways				How formed?				Steel coaming 24" above deck				Hatches, If strong and efficient?			
State size No. 1 Hatch (Forward)				5' 6" x 6' 0"				No. 2 Hatch				No. 3 Hatch			
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch															
Bulwarks, height above deck and description				2' 6", steel				No. of Breasthooks				Two			
The foregoing is a copy of the				DOCK & ENGINEERING CO., LTD.				Main Rail, material and size				2 1/2" x 2 1/4" x 1/4" angle with 6 x 1/2" plate			
Builder's Signature				J. H. L. Fletcher				Surveyor's Signature				J. H. L. Fletcher			
Correspondence				State dates and initials of letters respecting this case											
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 facing surfaces?				Yes											
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											
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Yes											
General Remarks (State quality of workmanship, &c.)															
The vessel is built with one more strake of shell plating than as shown in the approved plan of the midship section.															
The position and construction of the chain locker, as shown in the approved plans, has been altered by the Builders. The position of the locker was originally intended to be in the fore peak tank, and as it was being built in, the Builders notice was drawn to the fact that it was not a watertight structure as was required, due to it being in the tank. As the builders declined to make the locker watertight I requested that they submit their proposals regarding it, to which they agreed, but without giving effect to their word until after the vessel was completed. The chain locker as fitted is of wood and is situated in the fore hold. The chain pipes openings, in the windlass sole plate, are only about seven inches above the deck & consequently in heavy weather water could freely pass into the hold. With the exception of the foregoing the vessel has been built according to the approved plans & to the Rules. The material & workmanship is good.															
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Plans to be forwarded with P.E. Report showing vessel as built.															
The amount of Entry Fee				£32				Fees applied for				£31.5.1916			
Special Survey Fee				£460				Received by me				May 1916			
Travelling Expenses, if any				£10											
State whether the Vessel has been built under Special Survey				Yes											
I am of opinion this Vessel should be Classed															
With, or without Freeboard, as condition of Class															
Committee's Minute				FRI. 7-JUL. 1916											
Character assigned				100A											
				for towing purposes											
				Lloyd's A & B O											
				Miss Ipi.											
				M											
				L.M.B. 5.16											



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop ☒ ft., R.Q.D. ☒ ft., Bridge ☒ ft., Forecastle ☒ ft.  
(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 it should appear in the Register Book) *1 Dk (Leak)*.

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

How are the surfaces preserved from oxidation? Inside *Paint & cement*. Outside *Paint & composition*.

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,			Fore peak tank,	<i>tunnel</i> 11	20
Double bottom, under Engines and Boilers,			After peak tank, <i>Tank in way of tank</i>	24	20
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted, <i>Two fresh water tanks</i>		9
Total capacity of double bottom			(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.

Order for Special Survey No. *14*

Date *1st July 1915*

No. *1390* in builder's yard.

DATES of Surveys held while building

*1915: August 19. 24. 27. Sept: 4. 8. 20. 29. Oct: 1. 7. 13. 21. 27. Nov: 1. 11. 13. 16. 19. 24. 25. 29. 30. Dec: 1. 3. 6. 7. 8. 9. 13. 15. 16. 18. 20. 22. 23. 24. 28. 30. 1916: January 3. 5. 7. 11. 12. 13. 14. 17. 18. 19. 20. 26. 31. Feb: 11. 17. 22. 28. March. 2. 8. 9. 13. 17. 22. 24. 28. 29. April 3. 10. 12. 17. 18. 22. 26. May. 3. 6. 15. 20. 22.*

Total No. of Visits *75*

Surveyor's Signature *H. L. Fletcher*

Lloyd's Register Foundation