

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

RPT. No. 4186

Port of KOBE Date of completion of Report Dec 22nd 1923 Received at London Office MON. 28 JAN. 1924
Survey held at KOBE Date, First Survey April 29th 1922 Last Survey Dec 20th 1923
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer "BORDEAUX MARU" Rig Two masted.

CLASS +100 A1 AWNG. DK. WITH FREEB. FEET.

Breadth (greatest moulded) 53.0 Master
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 37.0 Year of Appointment
Deduct height of 'tween deck when this does not exceed 8ft. 29.0 Built at KOBE
Transverse Number 82.0 When built 1923 Launched 31 July 1923
Length on deck from fore part of stem to after part of sternpost 405.0 By whom built Kawasaki Dockyard Co. Ltd.
Longitudinal Number 33210 Owners do. do. do.
Depth "d" at middle of length. See Secs. 2 & 13 15.92 Managers
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 10.95 (Where necessary to be entered in Reg. Book.)
" " " Upper Deck at side to top of keel 14.0 Residence
Destined Voyage Port belonging to KOBE
If Surveyed while Building, Afloat, or in Dry Dock Building

LENGTH on Deck as per Rule 405 Ft. 0 Ins. BREADTH Moulded 53 Ft. 0 Ins. DEPTH, ACTUAL Top of Floors to top of Awng. or Shelter Dk. Beams 37 Ft. 0 Ins. No. of Decks with flat laid 3
Do. Upper Deck Beams 26 Ft. 6 Ins. No. of Tiers of Beams 3
Dimensions of Ship per Register, Length 405 Ft. breadth 53 Ft. depth 29 Ft. Awng. or Shelter Dk. Moulded depth, ft. 37 ins. 0 To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual 13 ins.
Upper Deck. Moulded depth, ft. 29 ins. 0 To Upper Dk.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
FRAME, Angles or Bars, amidships	<u>9 1/2</u>	<u>3 1/2</u>	<u>53</u>	9 1/2	3 1/2	53	
Do. in peaks	<u>6</u>	<u>3 1/2</u>	<u>38</u>				
Do. in way of Double Bottoms at Solid Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>				
" " at intermdt. Bkts.	<u>7 1/2</u>	<u>3 1/2</u>	<u>44</u>				
Spacing of Frames from centre to centre amidships	<u>26</u>						
" length to collision bulkhead	<u>24</u>						
" of Frames from centre to centre in peaks	<u>24</u>						
REVERSED FRAME, Angles	<u>3 1/2</u>	<u>3</u>	<u>38</u>				
Do. in way of Double bottoms at Solid Floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>				
" " at intermdt. Bkts.	<u>7</u>	<u>3</u>	<u>42</u>				
FRAMING, depth of girder	<u>6</u>						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships							
" in way of Engine and Boiler spaces							
" thickness at the ends of vessel							
" depth at 1/2 the half-bdth. as per Rule							
" height extended at the Bilges							
FLOORS, in Cell Double Bottoms	<u>40</u>	<u>38</u>	<u>40</u>				
" state if flanged (top and bottom)	<u>No</u>		<u>No</u>				
" spacing of Solid	<u>24</u>	<u>50</u>	<u>24</u>				
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	<u>43</u>	<u>50</u>	<u>43</u>				
" Angles, Top	<u>3 1/2</u>	<u>3 1/2</u>	<u>50</u>				
" " Bottom	<u>4 1/2</u>	<u>4 1/2</u>	<u>60</u>				
" " to Floors	<u>5</u>	<u>5</u>	<u>56</u>				
" Brackets at intermdt. frmg., width & thkness	<u>36</u>	<u>40</u>	<u>36</u>				
SIDE GIRDERS, number and thickness	<u>Two</u>	<u>40</u>	<u>36</u>				
" state if flanged (top & bottom)	<u>Yes</u>		<u>Yes</u>				
" Angles	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>				
MARGIN PLATE, depth (exclusive of flange) and thickness	<u>42</u>		<u>48</u>				
" Angles to outside plating	<u>4</u>	<u>4</u>	<u>48</u>				
" " to floors	<u>3 1/2</u>	<u>3 1/2</u>	<u>40</u>				
" Brackets at intermdt. frmg., width & thkness	<u>30</u>	<u>40</u>	<u>36</u>				
" Height of Brackets above at bilge	<u>25</u>		<u>25</u>				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<u>43</u>	<u>50</u>	<u>43</u>				
" thickness in Engine and Boiler space	<u>E. 48</u>	<u>B. 56</u>	<u>E. 48</u>				
" " Remainder in Holds	<u>40</u>	<u>38</u>	<u>40</u>				
BEAMS, Awng. or Shelter Dk., Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>7 1/2</u>	<u>3</u>	<u>425</u>				
" Spacing	<u>26</u>		<u>26</u>				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>10</u>	<u>3 1/2</u>	<u>575</u>				
" Spacing	<u>52</u>		<u>52</u>				
BEAMS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	<u>12</u>	<u>3 1/2</u>	<u>60</u>				
" Angles on upper edge	<u>—</u>		<u>—</u>				
" Spacing	<u>52</u>		<u>52</u>				
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	<u>7 1/2</u>	<u>3</u>	<u>425</u>				
" Angles on upper edge							
" Spacing	<u>24</u>		<u>24</u>				
PILLARS.				KEELSONS AND STRINGERS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
PILLARS, In 'tween Deck, size and spacing							
" " Hold							
" " Quarter, 'tween Dks., "							
" " in Hold							
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal 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							
" Intercostal Plate, for length							
" Attached to outside plating with Angle							
BILGE KEELSON, Angles							
" Intercostal Plate, for length							
" Attached to outside plating with Angle							
SIDE STRINGERS, Number							
" Angle	<u>7</u>	<u>3 1/2</u>	<u>58</u>				
" Intercostal Plate, for No. 1 Strake							
" Attached to outside plating with Angle							
Awning or Shelter Deck Stringer Plates, breadth and thickness	<u>55-35</u>	<u>54</u>	<u>55-35</u>				
" Angle on ditto	<u>5x5</u>	<u>56</u>	<u>5x5</u>				
" Tie Plates, fore and aft, outside Hatchways							
" Deck, * Iron or Steel, for whole lng. in way of openings	<u>40</u>	<u>34</u>	<u>40</u>				
" Wood Deck, Material & thickness	<u>44</u>	<u>44</u>	<u>44</u>				
Upper Deck Stringer Plate, breadth and thickness	<u>47-35</u>	<u>48</u>	<u>47-35</u>				
" Angles on ditto, No. Two	<u>3 1/2</u>	<u>3 1/2</u>	<u>48</u>				
" Tie Plates, outside Hatchways							
" Deck, * Iron or Steel, for whole lng.	<u>42</u>	<u>40</u>	<u>36</u>				
" Wood Deck, Material & thickness							
Second Deck Stringer Plates, br'dth & thckn's	<u>47-35</u>	<u>44</u>	<u>47-35</u>				
" Angles on ditto, No. Two	<u>3 1/2</u>	<u>3 1/2</u>	<u>48</u>				
" Tie Plates, outside Hatchways							
" Deck, * Material and thickness Steel	<u>34</u>	<u>30</u>	<u>34</u>				
Third, Fourth & 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	<u>35</u>	<u>34</u>	<u>35</u>				
" Angle on ditto	<u>3 1/2</u>	<u>3 1/2</u>	<u>34</u>				
" Tie Plates							
" Deck, Material and thickness Steel	<u>30</u>		<u>30</u>				

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.		Inches per Rule, Or as Approved.		Inches in Ship.		Inches per Rule, Or as Approved.	
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
3 @ 4 ft. 6 in.		3 @ 4 ft. 6 in.		Flat Plate Keel			
brdth. & thickness		27 1/2 x 48		10 1/2 x 2 3/4		10 1/2 x 2 3/4	
No. of Side Stringers				STEM, moulding and thickness			
None - Framing 10 x 3 1/2 x 50		None - Framing 10 x 3 1/2 x 50		C.S. 9 x 7 1/2		C.S. 9 x 7 1/2	
WEB-FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.			
Two in D.T.A.		Two in D.T.A.		C.S. 10 1/2 x 7 1/2		C.S. 10 1/2 x 7 1/2	
brdth. & thickness		23 1/2 x 44		for Propeller			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed			
Two in D.T.A.		Two in D.T.A.		16 1/4 x 4 3/4 = 65.612			
brdth. & thickness		23 1/2 x 44		Main-Piece, diameter at head		11 1/2	
No. of Side Stringers		7 x 3 1/2 x 6 1/4		at heel		8 1/2	
Size of Face Angles to Web-Frames				BRACKET PLATES to Stringers between			
Web Frames, depth and thickness		30-24 x 40		BRACKET PLATES to Stringers between			
Web Frames in Twin Decks (Upper & Lower)		Seven @ 12-8 ft. 6 in. x 40		BRACKET PLATES to Stringers between			
BULKHEADS.				STIFFENERS.			
Number, Vessel, Rule.		Thickness, Inches.		Number, Vessel, Rule.		Thickness, Inches.	
W.T. BULKHEADS		FR 9. 50-28		FR 9. 50-28		FR 9. 50-28	
35 1/2 x 28		L 7 x 3 x 40 @ 24		35 1/2 x 28		L 7 x 3 x 40 @ 24	
74 1/2 x 34		L 9 x 3 x 52 @ 24		74 1/2 x 34		L 9 x 3 x 52 @ 24	
98 1/2 x 28		L 10 x 3 x 57 @ 30		98 1/2 x 28		L 10 x 3 x 57 @ 30	
143 1/2 x 28		L 10 x 3 x 57 @ 30		143 1/2 x 28		L 10 x 3 x 57 @ 30	
177 1/2 x 26		L 10 x 3 x 57 @ 30		177 1/2 x 26		L 10 x 3 x 57 @ 30	
177 1/2 x 26		L 10 x 3 x 57 @ 30		177 1/2 x 26		L 10 x 3 x 57 @ 30	
COLLISION PARTITION				COLLISION PARTITION			
Longitudinal, in D.T.A.		8 x 3 1/2 x 45 @ 26		Longitudinal, in D.T.A.		8 x 3 1/2 x 45 @ 26	
Aft. W.T. Bulkhead in D.T. FR 58		44-34		Aft. W.T. Bulkhead in D.T. FR 58		44-34	
Are the outside Plates doubled two spaces of Frames in length?		No - BRACKETED		Are the outside Plates doubled two spaces of Frames in length?		No - BRACKETED	
Are the Plates and Watertight Doors in efficient working order?		Yes		Are the Plates and Watertight Doors in efficient working order?		Yes	
PLATING.				RIVETING.			
AS IN SHIP.		PER RULE OR AS APPROVED.		EDGES.		BUTTS.	
STRAKES.		AMIDSHIP.		Ordinary or Joggled?		Double or Treble and for what Length.	
Breadth, Thickness.		Breadth, Thickness.		Single or Double.		Rivets.	
Flat Plate Keel		47 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
Garboard of A Strake		72 1/2 x 1"		Double		5 1/4 x 7/8 3/4	
B		63 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
C		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
D		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
E		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
F		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
G		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
H		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
I		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
J		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
K		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
L		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
M		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
N		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
O		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
P		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
Q		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
R		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
S		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
T		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
U		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
V		60 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
W		72 1/2 x 1"		Double		6-1 3/4 Quad. W.L.	
THICKNESS OF SHEET PILE				THICKNESS OF SHEET PILE			
CLEAR OF LONG BRIDGE		Do. OF STRAKE BELOW		CLEAR OF LONG BRIDGE		Do. OF STRAKE BELOW	
DBLG. of Flat Plate Keel		Sheerstrakes		DBLG. of Flat Plate Keel		Sheerstrakes	
Length and thickness.		POOP SIDES		Length and thickness.		POOP SIDES	
SHORT BRIDGE SIDES		FORECASTLE SIDES		SHORT BRIDGE SIDES		FORECASTLE SIDES	
Awning or Shelter Deck		Butts, riveted for		Awning or Shelter Deck		Butts, riveted for	
Stringer Plate		Butts, riveted for		Stringer Plate		Butts, riveted for	
Upper Deck		Butts, riveted for		Upper Deck		Butts, riveted for	
Stringer Plate		Butts, riveted for		Stringer Plate		Butts, riveted for	
FRAMES extend in one length from				FRAMES extend in one length from			
REVERSED FRAMES on floors and frames extend from		Keel to Upper Deck in trachey space		REVERSED FRAMES on floors and frames extend from		Keel to Upper Deck in trachey space	
MASTS, SPARS, &c.				MASTS, SPARS, &c.			
Diameter and Thickness.		No. of Plates in Round.		Diameter and Thickness.		No. of Plates in Round.	
Fore Main		Two		Fore Main		Two	
Main		Two		Main		Two	
Mizen		Two		Mizen		Two	
Bowsprit				Bowsprit			
Topmasts, Yards and Remainder of Spars		Two 19'0" O.P.		Topmasts, Yards and Remainder of Spars		Two 19'0" O.P.	
Rigging, Material and Size, Shrouds		4 1/2 galv Steel Wire Rope		Rigging, Material and Size, Shrouds		4 1/2 galv Steel Wire Rope	
Sails.		Suit of		Sails.		Suit of	

EQUIPMENT No. 36325 LETTER Z										ANCHORS.									
Number of Certificate.		Anchors.		Weight, Ex. Stock.		Weight of Stock.		Test, per Certificate.		Weight Reg. by Table 31.		Description of Anchor.		Makers.		Where and when tested and Superintendent.			
54968		1st Bower		61 2 12		12 1/2		49 3 3 0		60 2 19		Sigsbee Britannia		R. Sigsbee & Co. Ltd.		Sept. 16. 7. 20 WAD			
54969		2nd "		60 3 21		12 1/2		48 17 2 0		60 2 19		Sigsbee Britannia		R. Sigsbee & Co. Ltd.		Sept. 16. 7. 20 WAD			
54970		3rd "		61 0 7		12 1/2		48 17 2 0		60 2 19		Sigsbee Britannia		R. Sigsbee & Co. Ltd.		Sept. 17. 7. 20 WAD			
34727		Stream		17 3 8		4 2 24		18 18 0 14		17 2 0		Ord. Jorg. W. L. And.		R. Sigsbee & Co. Ltd.		Cradley, Wad. 19. 7. 20 SCP			
35266		Kedge		7 3 6		1 3 14		9 18 0 14		17 2 0		Ord. Jorg. W. L. And.		R. Sigsbee & Co. Ltd.		Cradley, Wad. 19. 7. 20 SCP			
Particulars of Drop Test of Cast Steel Anchors, viz.:-										Particulars of Drop Test of Cast Steel Anchors, viz.:-									
Weight, Surveyor's Initials, Number of Certificate, Date of Test.		1st Bower		34 1/2		2 1/2		T.P.		3541		16-7-20		ANCHOR HEAD		12 1/2" DEEP			
		2nd "		34 1/2		2 1/2		D.D.W.		3432		16-7-20		12 "					
		3rd "		34 1/2		2 1/2		T.P.		3515		17-7-20		12 "					
CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and size supplied.		Description.		Makers of Cables.		Where and when tested and Superintendent.		Material.			
56037		135 1/2		2 1/4		9 1/2		127 1/2		3 1/4		3-13		682-1-11		270		2 1/2	
56045		135 1/2		2 1/4		9 1/2		127 1/2		3 1/4		3-13		682-1-11		270		2 1/2	
Boats 4 Lifeboats 25'0" x 7'9" x 3'2"; Eng. 19'0" x 5'0" x 3'0"; Emma 19'0" x 4'6" x 2'0"; Steering Gear, Steam 14'0" x 14'0" x 14'0"; Steering Gear, Hand 14'0" x 14'0" x 14'0"; Pumps, Number 2; Donor Pump 15'0" x 15'0" x 15'0"; 3'0" x 3'0" x 3'0"; Diameter of Barrel 5 1/2" x 3"; State whether they are in efficient working order Yes.										Boats 4 Lifeboats 25'0" x 7'9" x 3'2"; Eng. 19'0" x 5'0" x 3'0"; Emma 19'0" x 4'6" x 2'0"; Steering Gear, Steam 14'0" x 14'0" x 14'0"; Steering Gear, Hand 14'0" x 14'0" x 14'0"; Pumps, Number 2; Donor Pump 15'0" x 15'0" x 15'0"; 3'0" x 3'0" x 3'0"; Diameter of Barrel 5 1/2" x 3"; State whether they are in efficient working order Yes.									
Windlass is by Builders.										Windlass is by Builders.									
Engine Room Skylights.—How constructed? All Plates & Angles										Engine Room Skylights.—How constructed? All Plates & Angles									
Coal Bunker Openings.—How constructed? "										Coal Bunker Openings.—How constructed? "									
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Six each side of Bulwark										Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Six each side of Bulwark									
Ceiling in Holds, thickness and material 2 1/2" on 2' cross battens										Ceiling in Holds, thickness and material 2 1/2" on 2' cross battens									
Cargo Hatchways.—How formed? Steel plates & angles										Cargo Hatchways.—How formed? Steel plates & angles									
State size No. 1 Hatch (Forward) 26'0" x 18'0"										State size No. 1 Hatch (Forward) 26'0" x 18'0"									
No. 2 Hatch 30'4" x 18'0"										No. 2 Hatch 30'4" x 18'0"									
No. 3 Hatch 26'0" x 18'0"										No. 3 Hatch 26'0" x 18'0"									
No. 4 Hatch 21'8" x 18'0"										No. 4 Hatch 21'8" x 18'0"									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch										Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch									
No. of Breasthooks 11 with decks										No. of Breasthooks 11 with decks									
No. of Crutches 2 Aft.—dup. floors										No. of Crutches 2 Aft.—dup. floors									
Bulwarks, height above deck 3'6" above Main Rail and Stays, material and size B.A. 5 1/2" x 3" x 35"										Bulwarks, height above deck 3'6" above Main Rail and Stays, material and size B.A. 5 1/2" x 3" x 35"									
The foregoing is a correct description.										The foregoing is a correct description.									
Builder's Signature (here only) Per J. O. Latham										Builder's Signature (here only) Per J. O. Latham									
Correspondence.—State dates and initials of letters respecting this case (reference should be made in any correspondence connected with the case)										Correspondence.—State dates and initials of letters respecting this case (reference should be made in any correspondence connected with the case)									
Workmanship. Are the butts of plating planed or otherwise fitted? Planed or chipped fair										Workmanship. Are the butts of plating planed or otherwise fitted? Planed or chipped fair									
Is the riveted work properly closed? Yes										Is the riveted work properly closed? Yes									
Are the liners between the frames and plates solid single pieces? Yes										Are the liners between the frames and plates solid single pieces? Yes									
to plate, &c., conform well to each other? Yes										to plate, &c., conform well to each other? Yes									
from the facing surfaces? Yes										from the facing surfaces? Yes									
Are the butts of Plating, Stringers, &c., properly shifted and strapped? 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 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										Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)? Yes									
General Remarks (State quality of workmanship, &c.) This vessel has been built under Special Survey in accordance with the Rules and approved plans, and the materials and workmanship are good.										General Remarks (State quality of workmanship, &c.) This vessel has been built under Special Survey in accordance with the Rules and approved plans, and the materials and workmanship are good.									
The Aving. Dk. has been strengthened similarly to the Belfast main. Kobe Rpt. No. 3699, see Kobe Letter by Dr. G. Webster of 29 Aug 1922 and all the Requirements of Section 35 for Oil Fuel have been complied with.										The Aving. Dk. has been strengthened similarly to the Belfast main. Kobe Rpt. No. 3699, see Kobe Letter by Dr. G. Webster of 29 Aug 1922 and all the Requirements of Section 35 for Oil Fuel have been complied with.									
This vessel is eligible, in my opinion for the notation "Fitted for Oil Fuel 12.23, FP above 150° F.", "A+C.P.", and "Pt. Cement"										This vessel is eligible, in my opinion for the notation "Fitted for Oil Fuel 12.23, FP above 150° F.", "A+C.P.", and "Pt. Cement"									
In way of the Deep Tank, the single riveted seams of the d.b. tank have been Elec. Welded at the Edge, afterwards tested by head to Aving. Dk. and proven tight. Ceiling in way of D.T.A. is dispensed with.										In way of the Deep Tank, the single riveted seams of the d.b. tank have been Elec. Welded at the Edge, afterwards tested by head to Aving. Dk. and proven tight. Ceiling in way of D.T.A. is dispensed with.									
Blue Prints of midship Section, and Profile & Decks Plans of Vessel as built are enclosed herewith										Blue Prints of midship Section, and Profile & Decks Plans of Vessel as built are enclosed herewith									
A Freeboard Report is also enclosed herewith (Freeboard Rpt. No. 19)										A Freeboard Report is also enclosed herewith (Freeboard Rpt. No. 19)									
Sister Vessels are: Fuji Maru, Kobe Rpt. No. 3143										Sister Vessels are: Fuji Maru, Kobe Rpt. No. 3143									
Baltimore " " " 3165										Baltimore " " " 3165									
Wales " " " 3383										Wales " " " 3383									
Belfast " " " 3575 & 3699										Belfast " " " 3575 & 3699									
The Surveyor should state the Number of Report and Name of any Sister Vessel.										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.										Plans to be forwarded with F.E. Report showing vessel as built.									
Freeboard Fee										Freeboard Fee									
The amount of Entry Fee Yen. 100.00										The amount of Entry Fee Yen. 100.00									
Special Survey Fee Yen. 5466.00										Special Survey Fee Yen. 5466.00									
Travelling Expenses, if any Yen. 60.00										Travelling Expenses, if any Yen. 60.00									
State whether the Vessel has been built under Special Survey YES										State whether the Vessel has been built under Special Survey YES									
I am of opinion this Vessel should be Classed *100.A.1 Awns Dk.										I am of opinion this Vessel should be Classed *100.A.1 Awns Dk.									
With, or without Freeboard, as condition of Class WITH FREEBOARD										With, or without Freeboard, as condition of Class WITH FREEBOARD									
Committee's Minute										Committee's Minute									
Character assigned										Character assigned									
Lloyd's Ar.C.P. + Lm.C. 12.23										Lloyd's Ar.C.P. + Lm.C. 12.23									
Fitted for oil fuel 12.23 ft. above 150° F.										Fitted for oil fuel 12.23 ft. above 150° F.									
Lloyd's Register Foundation										Lloyd's Register Foundation									

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop — ft., R.Q.D. — ft., Bridge — ft., Forecastle 32.68 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) 2 dks (Stl) and Aung dk (Stl)

Official No. 27895; Signal Letters S.F.N.T. State if Machinery is fitted aft No — amidships

How are the surfaces preserved from oxidation? Inside Paint in Holds, Cemented in Bilges and in S+B Feed Tank — other tanks not coated. Outside Painted

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	127-10	394	Fore peak tank,	22-0	104.
Double bottom, under Engines and Boilers,	45-6	194	After peak tank,	12-0	36.
Double bottom, if under Engines only,	✓	✓	Deep tank, aft,	34-10	724.
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward, <u>OF Settling Tanks (inside D.T.a.)</u>	10-10	88. x
Double bottom, forward,	169-0	646.	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		1234.	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks 342.4

State whether the above have been tested as required by the Rules Yes

Order for Special Survey No. ✓

Date ✓

No. 483 in builder's yard.

DATES of Surveys held while building

1922. APR. 29; MAY. 3, 8, 13, 16, 19, 23, 27; JUNE. 3, 16, 24, 28; JULY 8, 12, 24, 28; AUG 10, 17, 23, 30; SEPT 7, 19;
OCT 9, 12, 16, 20, 23, 27; NOV. 1, 3, 14, 22, 30; DEC. 8, 12, 14, 23.
1923. JAN. 6, 12, 29; FEB 27; APR 9, 21, 30; MAY 15; JUNE 1, 7, 15, 23, 27; JULY 11, 12, 16, 31; NOV 17, 29, 30;
DEC. 3, 4, 5, 6, 7, 10, 13, 18, 19, 20 —

Total No. of Visits 66

Surveyor's Signature

A. Latt.

Lloyd's Register
Foundation