

With or Without
Disconnected Erections.

STEEL STEAMER.

Received at London Office. TUE 20 JUN. 1916

Date of completion of report 23 May 1916
Survey held at Nagasaki
On the S.S. "AKITA MARU"

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

Port of Nagasaki
Date, First Survey 23 Aug. 1915

Last Survey 12 May 1916
Rig Schooner
No. 1065-A

TONNAGE under Tonnage Deck...	
Do. between Tonnage Dk. and 3rd and 4th Dk.	
Total under Upper Dk.	3462.85
Do. of Poop	96.41
Do. of R.Q.Dk.	
Do. of Bridge House	50.17
Do. of Forecastle	53.35
Do. of Houses on Dk.	102.80
Do. of excess of Hatchways	23.95
Do. above Crown of Engine Room	
Gross Tonnage	3791.53
Less Crew Space	199.77
Less above Crown of Engine Room	
Net Tonnage	3591.76
Net Tonnage for Fees	1213.29
Less Engine Room	23.60
Navigation Spaces	8.00
Net Tonnage	2346.87
Net Tonnage cut on Beam	

CLASS +100A-1.	
Breadth (greatest moulded)	50.00
Depth, at middle of length from top of keel to top of upper deck beams at side	29.08
Transverse Number	179.08
Length on deck from fore part of stem to after part of stern post	345.00
Longitudinal Number	27282.60
Depth "d," at middle of length (See Secs. 2 & 18)	17.50
Proportions—Depths to Length—Upper Deck Beam at side to top of keel	11.86
" " Long Bridge Deck Beam at side to top of keel	
Destined Voyage	Australia

Master H. Tanaka
Year of appointment (1) As Master in service of owner of present vessel: 1912 (2) As Master of this vessel: 1916
Built at Nagasaki
When built 1916 Launched 20 Mar 1916
By whom built Mitsubishi D. & E. Mks.
Owners Nippon Yusen Kaisha
Managers S.
(Where necessary to be entered in Reg. Book.)
Residence Tokio
Port belonging to Tokio

LENGTH on Deck as per Rule		BREADTH—Moulded		DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams		Second Dk. Beams		No. of Decks with flat laid		No. of Tiers of Beams	
Feet.	Inches.	Feet.	Inches.	Feet.	Inches.	Feet.	Inches.				
345	0	50	0					2		2	
Moulded depth, ft. 29 ins. 1 To Bridge Dk. Round of Upper Dk. Beam, Actual 12 1/2 ins.											

Dimensions of Ship per Register, Length 345 breadth 50 depth 29-08

FRAMING.		Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship	Inches in Ship
FRAME, Angles, or E or L Bars amidships		10 1/2	3 1/2	52	10 1/2	3 1/2	52
Do. in peaks		17	3 1/2	36	17	3 1/2	36
Do. in way of Double Bottoms at Solid Floors		17	3 1/2	36	17	3 1/2	36
Do. in way of Double Bottoms at intermdt. Bkts.		18	3 1/2	46	18	3 1/2	46
Spacing of Frames from centre to centre amidships		27			27		
" " length to Collision bulkhead		24			24		
" " in peaks		3 1/2	3 1/2	38	3 1/2	3 1/2	38
" " at side		7 1/2	3 1/2	46	7 1/2	3 1/2	46
REVERSED FRAME, Angles							
FRAMING, depth of girder							
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 breadth, as per Rule							
" height extended at the Bilges							
FLOORS & BRACKETS in Cell Dble Bottoms							
state if flanged (top & bottom)							
" Spacing							
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness							
Angles, Top		4 1/2	4 1/2	12/20	4 1/2	4 1/2	5/8
" Bottom							
" to Floors		5	5	52	5	5	52
" to Sides		27	27	40	27	27	40
SIDE GIRDERS, number on each side & thickness							
state if flanged (top and bottom)							
Angles		3 1/2	3 1/2	38	3 1/2	3 1/2	38
MARGIN PLATE, depth (exclusive of flange)							
and thickness		3 1/2	3 1/2	46	3 1/2	3 1/2	46
Angles to Outside Plating		3 1/2	3 1/2	44	3 1/2	3 1/2	44
Floors		5	5	38	5	5	38
Height of Brackets above at bilge							
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake							
in Engine and Boiler space							
Remainder in Holds							
BEAMS, Upper Deck, Single Angle, Bulb							
Angle, Plate, Tee Bulb, or Channel		7 1/2	3 1/2	42	7 1/2	3 1/2	42
Angles on upper edge							
Spacing							
BEAMS, Second Deck, Single Angle, Bulb							
Angle, Plate, Tee Bulb, or Channel		8 1/2	3	50	8 1/2	3	50
Angles on upper edge							
Spacing							
BEAMS, Third or Fourth Deck, Single Angle, Bulb							
Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing							
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		8 1/2	3	50	8	3	42
Angles on upper edge							
Spacing							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate							
Tee Bulb, or Channel		7	3	44	7	3	44
Angles on upper edge							
Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate							
Plate, Tee Bulb, or Channel		8	3 1/2	46	8	3	46
Angles on upper edge							
Spacing							
PILLARS, In 'tween Deck, size and spacing							
Hold		2					
Quarter 'tween Dks.							
in Hold							
WEB-FRAMES, In Fore Body, No. and spacing							
brdth. & thickness		2	27	44	2	27	44
No. of Side Stringers		2	27	42	2	27	42
WEB-FRAMES, In E. & B. Space, No. & spacing							
brdth. & thickness							
WEB-FRAMES, In After Body, No. and spacing							
brdth. & thickness							
No. of Side Stringers		7 1/2	3 1/2	40	7	3 1/2	42
Size of Face Angles to Web-Frames							
BRACKET PLATES to Stringers between							
Web Frames, depth and thickness							

FORGINGS or CASTINGS.		Inches in Ship.	Inches in Ship.
KEEL, Bar, depth and thickness		Plate 10 x 2 1/2	Plate 10 x 2 1/2
STEM, moulding and thickness		9 x 7 and 10 x 7	9 x 7
STERN-POST for Rudder do. do.		10 x 7	10 x 7
" for Propeller		334 x 56	334 x 56
RUDDER—A x D Table 22		8	8
" Main-Piece, diameter at head		6	6
" " at heel			
RUDDER, how constructed		Forging & single plate 1.02	
Can the Rudder be unshipped afloat?		yes	

KEELSONS & STRINGERS.		Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
" Rider Plate							
" Flat Plate Keel 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							
BILGE KEELSON, Angles							
Intercoastal Plate for length							
Attached to outside Plating with Angle							
SIDE STRINGERS, Number 2 Plating		33-27	42	33-27	42		
Angle		3 1/2	3 1/2	46	3 1/2	46	
Intercoastal Plate, for whole length							
Attached to outside plating with Angle		5	5	54	5	5	54

Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)		53	54	53	54
" " " (in way of Bridge)		53	54	53	54
" " Angle (clear of Bridge)		5 x 5	56	4 1/2 x 4 1/2	56
" Tie Plate at sides of Hatchways			42		42
Deck. * Iron or Steel, for whole lng.			42		42
Thickness (clear of Bridge)			42		42
" (in way of Bridge)					
Wood Deck. Material & thickness					
Second Deck Stringer Plate, br'dth & thickness		46	44	46	44
Angles on ditto, No. 3 1/2 flange					
Tie Plates outside Hatchways			32		32
Deck. * Iron or Steel, for whole lng.					
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		33	34	33	34
Angle on ditto		3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
Tie Plates		9	34	9	34
Deck. Material and thickness			3		3
Bridge Deck Stringer Plate, br'dth & thickness		38	40	38	40
Angle on ditto		3 1/2 x 3 1/2	40	3 1/2 x 3 1/2	40
Tie Plates					
Deck. Material and thickness			30		30
Forecastle Deck Stringer Plate, br'dth & th'kns		33	34	33	34
Angle on ditto		3 1/2 x 3 1/2	34	3 1/2 x 3 1/2	34
Tie Plates					
Deck. Material and thickness			26		26

* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.

BULKHEADS.		Number.	Per Rule.	Thickness.	Horizontal.	Vertical.	Single or Double Frames.	Height up.
		Vessel.		Inches.	Size.	Spacing.	Size.	Spacing.
W. T. BULKHEADS		5	5	36	54	30	5	11.8k.
COLLISION		1	1	38	83 1/2	48	8 1/2	11.8k.
PARTITION								
LONGITUDINAL								
Are the outside Plates doubled two spaces of Frames in length?								no. 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.	Ordinary or Jogged?	Rivets.		Double or Triple and for what Length.		Rivets.		STRAPS.		IF LAPPED.			
		Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.			Inches.	Diam.	Spacing cr. to cr.	Inches.	Spacing cr. to cr.	Diam.	Spacing cr. to cr.	Breadth.	Thickness.	Breadth.	For what Length.	
FLAT PLATE KEEL.....		16	92	66	66	46	92	"	6 3/4	1 1/8	4 1/2	2 1/2	3/4	1 1/8	4 1/2	-	-	16	whole				
(If Bar Keel, state Riveting.)																							
GARBOARD OF A STRAKE... B		63	66	46	50	63	66	"	5 1/2	7/8	3 1/2	"	1/2	7/8	3 1/2	-	-	12	"				
State actual thickness in way of Double Bottom.		C	63	"	"	58	"	"	"	"	"	"	"	"	"	-	-	"	"				
D		"	"	"	60	"	"	"	"	"	"	"	"	"	"	-	-	"	"				
E		"	"	"	70	"	"	"	6	1	3 1/4	"	"	"	"	-	-	"	"				
F		"	68	44	58	"	68	"	"	"	"	"	"	"	"	-	-	10 1/2	"				
G		"	"	"	"	"	"	"	"	"	"	"	"	"	"	-	-	"	"				
H		"	"	"	"	"	"	"	"	"	"	"	"	"	"	-	-	"	"				
J		"	"	"	44	"	"	"	"	"	"	"	"	"	"	-	-	"	"				
K		62	68	"	"	62	"	"	"	"	"	2 1/2	1/2	1	4	-	-	14	"				
L		46	72	"	"	46	72	S	3	7/8	3 1/2	"	"	1	4	-	-	"	"				
M		40	40	40	36	40	40	S	2 1/4	3/4	3	O. H.	3/4	2 1/8	"	-	-	5	4				
N		54	40	40	"	54	40									-	-	"	"				
O																-	-						
P																-	-						
Q																-	-						
R																-	-						
S																-	-						
DOUBLING OF Flat Plate Keel																							
Sheerstrakes		20 ft at ends of bridge 68 ✓																					
Length and thickness.																							
POOP SIDES		56 /																					
SHORT BRIDGE SIDES		40																					
FORECASTLE SIDES		40																					
Plates 10 spaces.																							
Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.																							
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 Open Hearth. Imperial Japan, Shunmugrove, Glasgow; Colville Consell, Steel Co. of Scotland																							
Upper Deck Butts, riveted for half length amidship. Stringer Plate/Straps, single double or overlapped for w. length amidship. Second Deck Butts, riveted for half length amidship. Stringer Plate/Straps, single or overlapped for al. length amidship. Butts of Side Stringers riveted. Tie Plates D. Inner Bottom Plating, riveting of Edges 2 r.s. Butts S.O.S. Centre Girder Butts, riveted Keelson Butts, riveted. Frames, riveted through Plates with 1 and 7/8 in. Rivets, about 6-5 apart. Rivets, state whether Iron or Steel Steel																							
Has the Steel been tested as required by the Rules? Yes.																							
FRAMES extend in one length from Margin to 2nd Upper St. alt. Intermachols State if ordinary or jogged jagged																							
REVERSED FRAMES on floors and frames extend from Centre to margin where not planked State if ordinary or jogged ordinary.																							
MASTS, SPARS, &c.																							
DIAMETER AND THICKNESS.																							
Material. Total Length.																							
At Partners. Heel. Round. Head.																							
No. of Plates in round.																							
ANGLES.																							
Number. Size.																							
Scams. Butts.																							
LOWER MASTS..... Fore Main Mizzen																							
Bowspit																							
Topmasts, Yards and Remainder of Spars Wood.																							
Rigging, Material and Size, Shrouds Stay wire. Fore 2 each side 4 1/2 Main 8 x 4 Stays Fore, one at 4" Main, one at 3 1/2"																							
Sails, none. Suit of c. Sails, and the following spare sails c.																							
EQUIPMENT No. 28361 LETTER W ANCHORS. TONNAGE U.D.K. OR PLATING NO. FOR TRAWLERS																							
Number of Certificate. Anchors. Weight, Ex Stock. Weight of Stock. Test, per Certificate. Weight Required by Table 31. Description of Anchor. Makers. Where and when tested and Superintendent.																							
45265 1st Bower ... Cwts. qrs. lbs. Ows. qrs. lbs. Tons. cwts. qrs. lbs. Ows. qrs. lbs. 52 2 0 Halls C.S. head. Jos Wright Sept 2/10/15 Perina																							
45266 2nd " ... 51 1 0 " 43 3 0 14 " " " " " " 14/10/15 "																							
45275 3rd " ... 50 0 0 " 42 7 2 0 44 2 0 " " " " " " 14/10/15 "																							
4th " ... " " " " " " " " " " " " " " 13/10/15 "																							
Collective weight 152 0 18 149 2 0 " " " " " " 7/10/15 "																							
45267 Stream 14 1 17 3 2 19 15 19 0 7 14 0 0 Common " " " " " " "																							
45239 Kedge 6 1 2 1 2 12 8 10 0 0 6 0 0 " " " " " " "																							
CHAIN CABLES.																							
Number of Certificate. Length and size supplied. Test per Certificate. Status Breakforty. Supplied. Per Rule. Length 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 Towline. Length. Cir. Fathoms. Ins. Tons. Fathoms. Ins.																							
47648 Patoms. Ins. 270 2 24 2220 127.5 686 0.18 573 2.4 270 2 1/2 Steel Parkes Sept 23/10/15 Perina																							
HAWERS & WARPS.																							
S.N. 120 4 1/2 47.3 120 4 1/2																							

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

1915 N. 13 Dec. N. 18 Mar. N. 17 June.

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? *joggled frames*

Do the holes for riveting plate to frames, butt straps, or plate to plate, &c., conform well to each other? *yes*

Are the rivet holes well and sufficiently countersunk in the plate and punched from the faying surfaces? *yes*

Do any rivets break into or through the seams or butts of the 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.*

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

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

General Remarks (State quality): *The workmanship & materials are good.*

* This vessel's cable has not arrived so a set for another vessel now building has been put on board for 1 voyage. Larger chain wheels fitted to windlars, and a few shackles to suit 2 1/2" chain fitted (see report) to clear windlar chain pipe, when chain runs out fast.

This vessel has been built in accordance with the approved plans and in conformity with the Rules for the class contemplated.

Plans of section, Propile, Gorgings, Bottom strengthening, sent by post.
also hoop sk. and will spaced girdles.

The Surveyor should state the Number of Report and Name of any Sister Vessel. ✓

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33 ft., R.Q.D. ✓ ft., Bridge 74 ft., Forecastle 40 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 tiers (steel)

Official No. Later ; Signal Letters Later . State if Machinery is fitted aft no .
How are the surfaces preserved from oxidation ? Inside Paint & Amal. . Bulkheads Bit solution . Outside Paint .
Boiler tank floors bit enamel. Tank top under boiler very bit.

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.	107	250	Fore peak tank.	✓	
Double bottom, under Engines and Boilers.	52	172	After peak tank.	10	27
Double bottom, if under Engines only.	✓		Deep tank, aft.		
Double bottom, if under Boilers only.	✓		Deep tank, forward.		
Double bottom, forward.	135	350	Other tanks, if fitted.		
Total capacity of double bottom		772	(If necessary, furnish further information by sketch.)		

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

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

Order for Special Survey No. 1915.
Aug. 23-25. Sept. 3-9. 13-17-22. Oct. 29. Nov. 1-2-17-13-17-18-20-22-23-24-26-27-29. Dec. 2-4-9

Survived
could
10. 16. 18. 22. 24. 27. ¹⁹¹⁶ Jan 7. 10. 11. 15. 18. 19. 20. 24. 25. 29. 31. Feb. 2. 3. 7. 10. 14. 17. 22. 24. 28.

Date 18 May 1945 of S of file by Mar. 2, 3, 4, 10, 13, 15, 18, Apr. 1, 5, 17, 19, 20, 21, 29, May 6, 8, 12.

ES O
whi

The amount of Entry Fee	£	5	:	0	:	0	Fees applied for,
Special Survey Fee....	£	179	:	13	:	10	19/5 1926
Travelling Expenses, if any	£	:	:	:	:	:	Received by me,
							20/5 1926

State whether the Vessel has been built under Special Survey yes.

I am of opinion this Vessel should be Classed +100 A.1.

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

Committee's Minute

Character assigned

TUE. JUN. 27. 1916

100771

Lloyd A & C^o

S. D. Cusken.
Surveyor to Lloyd's Register of British and Foreign Shipping.

+ Linc. 5.16 J.D.