

# Awning or Shelter Deck, or Pt. Awning Deck.

# STEEL STEAMER.

No. 2587.

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

Port of *Kobe* Date of completion of Report *20<sup>th</sup> Aug 1919* Received at London Office *SAT SEP 27 1919*

Survey held at *Kobe* Date, First Survey *17<sup>th</sup> April* Last Survey *17<sup>th</sup> July* 1919

On the (State if Single, Twin, or Triple Screw) *Single Screw Steamer "NAPLES MARU"* Rig *2 masts*

TONNAGE under { *4190.80* CLASS + 100 A.I. Awning Dk. FEET. Master *Naoji Maruyama*

Tonnage Deck... *1395.00* Breadth (greatest moulded) *51.00* Year of Appointment *(1) As Master in service of owner of present vessel: 1911 (2) As Master of this vessel: 1912*

Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *5585.80* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *36.00* Built at *Kobe*

Do. of Poop *195.94* Deduct height of 'tween deck when this does not exceed 8ft. *28.00* When built *1919* Launched *28<sup>th</sup> June 1919*

Do. of R. Qr. Dk. *23.99* Transverse Number *79.00* By whom built *Kawasaki Dockyard Co. Ltd.*

Do. of Bridge House *54.17* Length on deck from fore part of stem to after part of sternpost *385.00* Owners *Kawasaki Kisen Kaisha*

Do. of Forecastle *5859.90* Longitudinal Number *30415* Managers *(Where necessary to be entered in Reg. Book.)*

Do. of Houses on Deck *1147.56* Depth "d" at middle of length. See Secs. 2 & 13 *16.0* Residence *Kobe*

Do. of Houses of Hatchways *386.32* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.7* Port belonging to *Kobe*

Crown of Room *65.71* Upper Deck at side to top of keel *13.7*

FOR FEES... *4260.31* Destined Voyage *✓* If Surveyed while Building, Afloat, or in Dry Dock *Building*

TH on	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid
per Rule	385	0	Moulded	51	0	Do.	do. Upper Deck Beams	33	7	3
Do.								25	7	No. of Tiers of Beams

Length of Ship per Register, *385.0* breadth *51.0* depth *28.0* Awn. or Shelter Dk. Moulded depth, ft. *36* ins. *0* To Awning or Shelter Dk. Round up of Uppermost Dk. Beam, Actual *124* ins.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or as Approved.
Angles, or E or L Bars, amidships	9	3 1/2	552	9	3 1/2	52	
Fore Peak	8	3 1/2	36	6	3 1/2	36	
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	
" " at intermdt. Bkts.	8	3 1/2	42	7	3 1/2	40	
of Frames from centre to centre amidships	25 1/2			25 1/2			
length to collision bulkhead	24			24			
of Frames from centre to centre in peaks	3 1/2	3	36	3 1/2	3	36	
USED FRAME, Angles... AFTER PEAK	3 1/2	3 1/2	40	3 1/2	3 1/2	40	
in way of Double bottoms at Solid Floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	
" " at intermdt. Bkts.	8	3 1/2	42	7	3	40	
ING, depth of girder IN A.P.	0			0			
RS, 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							
RS, in Cell Double Bottoms	40	-	36	40	-	36	
state if flanged (top and bottom)	No		No				
spacing of Solid... 24 in. PKs	25 1/2	+ 51	24	25 1/2	+ 51		
RE GIRDER, in Dbl. bottom, dpth & thcknss	42	50	40	42	50	40	
" Angles, Top Double	3 1/2	3 1/2	50	3 1/2	3 1/2	50	
" " Bottom	5	5	58	4 1/2	4 1/2	60	
" " to Floors Sing	5	5	56	5	5	56	
Brackets at intermdt. frmng., wdth & thcknss	36	40	36	36	40	36	
GIRDERS, number and thickness	Two	38	36	Two	38	36	
" state if flanged (top & bottom)	Top 3 1/2 flange	Top 3 1/2 flange					
Angles	3 1/2	3 1/2	40	3 1/2	3 1/2	40	
GIN PLATE, depth (exclusive of flange) and thickness	38	32	46	38	32	46	
Angles to outside plating	3 1/2	3 1/2	46	3 1/2	3 1/2	46	
" to floors	3 1/2	3 1/2	40	3 1/2	3 1/2	40	
Brackets at intermdt. frmng., wdth & thcknss	30	40	36	30	40	36	
Height of Brackets above at bilge	24			24			
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	42	50	40	42	50	40	
" thickness in Engine and Boiler space	E 48 B. 56	E 48 B. 56					
" " Remainder in Holds	40	34		40	34		
MS, Awng or Shltr Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	7	3 1/2	485	7	3	42	
Spacing	25 1/2			25 1/2			
MS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3 1/2	50	9 1/2	3 1/2	56	
Spacing	51			51			
MS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel	10	3.6 x .575	11	3 1/2	56		
Angles on upper edge							
Spacing	51			51			
MS, 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							



WEB FRAMES.				FORGINGS or CASTINGS.			
		Inches in Ship.	Inches per Rule.			Inches in Ship.	Inches per Rule.
WEB-FRAMES, In Fore Body, No. and spacing		Three @ 8' 6" @ 8' 6"	26 48 26 48	KEEL, Bar, depth and thickness		Plate Keel	
" " " " " " " " " " " "		brdth. & thickness	Two 42 x Angle 7.3 1/2 x 58	STEM, moulding and thickness		10 x 2 3/4 - 10 x 2 3/4	
WEB-FRAMES, In E. & B. Space, No. and spacing		Two @ 5' 6" from aft with bldg.	20 42 20 42	STERN-POST for Rudder do. do.		9 x 7 1/2 - 9 x 7 1/2	
" " " " " " " " " " " "		brdth. & thickness	Spaced 10' from aft as appd.	" " " " " " " " " " " "		10 x 7 1/2 - 10 x 7 1/2	
WEB-FRAMES, In After Body, No. and spacing		33 40 33 40		RUDDER-A x D Table 22. Speed u. 12		146.59 x 3.74 = 548	
" " " " " " " " " " " "		brdth. & thickness	7 x 3 1/2 x 62 7 x 3 1/2 x 62	" " " " " " " " " " " "		Main-Piece, diameter at head 10 1/2 x 10 1/2	
" " " " " " " " " " " "		No. of Side Stringers		" " " " " " " " " " " "		at heel 8 x 8	
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" " " " " " " " " " " "			
BULKHEADS.				STIFFENERS.			
Vessel.		Number.	Thickness.	Single or Double Frames.		Height up, state deck.	
W.T. BULKHEADS		Frs	14 36-26 1/2 x 3 1/2 x 3 1/2	27 SINGLE UPPER			
" "		"	42 36-26 1/2 x 3 1/2 x 3 1/2	30 " "			
" "		"	49 34-26 1/2 x 3 1/2 x 3 1/2	52 J " "			
" "		"	93 34-26 1/2 x 3 1/2 x 3 1/2	50 J " "			
" "		"	143 36-26 1/2 x 3 1/2 x 3 1/2	50 J " "			
" COLLISION "		"	172 40-26 1/2 x 3 1/2 x 3 1/2	50 J 24 " "		AWNING	
PARTITION "		"	172 " " " " " "	48 " "			
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.	
		AMIDSHIP.		AMIDSHIP.		Ordinary or Joggled?	
		Breadth. Thickness.		Breadth. Thickness.		Single or Double.	
FLAT PLATE KEEL		46 .96 .68 .68		46 .96 .62 .62		DOUBLE 6 3/4 1 1/8 4 1/2	
GARBOARD or A Strake		.62 .46 .46		.62 .62 .5 1/4 3 3/8		DOUBLE 5 1/4 7/8 3 3/8	
State actual thickness in way of Double Bottom.							
B "							
C "							
D "							
E "							
F "							
G "							
H "							
J "							
K "							
L "							
M "		46 .66		46 .66			
N "							
O "							
P "							
Q "							
R "							
S "							
T "							
U "							
V "							
W "							
THICKNESS OF SHEET PILE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel							
" Sheerstrakes Length and thickness.							
POOP SIDES							
SHORT BRIDGE SIDES							
FORECASTLE SIDES							
Awning or Shelter Deck Stringer Plate				Butts, riveted for 1/2 L + length amidship.			
Upper Deck Stringer Plate				Butts, riveted for 1/2 L + length amidship.			
Butts, riveted for 1/2 L + length amidship.				Butts of Side Stringers riveted.			
Inner Bottom Plating, riveting of Edges				Tie Plates riveted.			
Centre Girder Butts, Treble riveted.				Keelson Butts, riveted.			
Frames, riveted through Plates with 7/8 in. Rivets, about 7 dia. apart.				Rivets, state whether Iron or Steel Steel			
FRAMES extend in one length from Ridge to up + 2nd str. alternately. State if ordinary or joggled Joggled.							
REVERSED FRAMES on floors and frames extend from Keel to up. dk in A.P. State if ordinary or joggled Ordinary							
MASTERS, SPARS, &c.							
Material.		Total Length.		DIAMETER AND THICKNESS.		No. of Plates in round.	
At Partners.		Head.		Head.		Number.	
Fore		63' 0"		26 x 44 24 x 44		Two 3 B A 3 x 6 x 42	
Main		66' 0"		22 x 40 20 x 40		3 A 3 x 3 x 40	
Mizen							
Bowsprit							
Topmasts, and Remainder of Spars Pine							
Rigging, Material and Size, Shrouds Fore 2 a side 5" S.W. Main 2 a side 4" S.W. Stays Fore 5" Cap 3" Defenders 2-5							
Sails, Suit of Sails, and the following spare sails Main 4" Cap 2" Aft + back 2 1/2							

EQUIPMENT No. 33190 LETTER y										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. cwt. lbs.		Cwts. qrs. lbs.									
52022		1st Bower		64 0 0		50 10 0		50 10 0		56 3 10		Britannia		R. Sykes & Son Ltd.		Tipton; 15-2-1919; C. E. P.			
29944		2nd "		60 1 0		48 10 0		48 10 0		56 3 9		do.		do.		Grady Hea; 31-12-1918 S. C. P.			
51935		3rd "		53 0 0		44 5 0		44 5 0		56 3 9		do.		do.		Tipton; 29-1-1919; C. E. P.			
24650		Stream		16 2 0		4 3 0		17 16 1		16 1 0		Ordinary type		R. Sykes & Son Ltd.		Grady Hea; 6-3-1917; S. C. P.			
24593		Kedge		7 1 14		1 3 14		9 11 2		7 0 0		do.		do.		Grady Hea; 28-2-1917; S. C. P.			
Particulars of Drop Test of Cast Steel Anchors, viz. —										1st. Bower 64 0 0 C. E. P. 52022 15-2-1919									
Weight, Surveyor's Initials, Number of Certificate, Date of Test.										2nd. 60 1 0 S. C. P. 29944 31-12-1918									
										3rd. 53 0 0 C. E. P. 51935 29-1-1919									
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. Diam.		Tons. Cwts. qrs. lbs.		Cwts. qrs. lbs.		Fathoms. Ins.											
68418		105 2 3/8 86 1/2 120 1/2 25 1/2 2 14 1/2		25 1/2 2 14 1/2		25 1/2 2 14 1/2		270 2 1/2		Stud link N. Hingley & Sons		Neth; 27-2-1919; H. G.		TOWLINE Steel wire		120 4 3/4 65 50 120 4 3/4			
68432		105 2 3/8 86 1/2 120 1/2 25 1/2 2 14 1/2		25 1/2 2 14 1/2		25 1/2 2 14 1/2		270 2 1/2		do		Neth; 4-3-1919; H. G.		HAWERS & WARPS		2-90 7 7 2-90 8			
68439		30 2 3/8 86 1/2 120 1/2 25 1/2 2 14 1/2		25 1/2 2 14 1/2		25 1/2 2 14 1/2		270 2 1/2		do		Neth; 4-3-1919; H. G.							
68440		30 2 3/8 86 1/2 120 1/2 25 1/2 2 14 1/2		25 1/2 2 14 1/2		25 1/2 2 14 1/2		270 2 1/2		do		Neth; 4-3-1919; H. G.							
Str. Steel Wire		90 4 3/4 65 50		65 50		65 50		90 4 3/4		Tokio Kai Kaisha									
Boats 2 Life boats, 28' 0" x 8' 6" x 3' 7" Big 19' 0" x 5' 0" x 3' 0"										Steering Gear, Steam by Builders Steering Gear, Hand Screw by Bldrs.									
Pumps, Number Downton + 1 small Pump + Jemma										Diameter of Barrel 5 1/2" Downton. State whether they are in efficient working order Yes									
Windlass is by Builders before Peak.										+ Capstan Drums									
Engine Room Skylights. — How constructed? Plates + angles										What arrangements for deadlights in bad weather? Glass in steel frames									
Coal Bunker Openings. — How constructed? Plates + angles										How are lids secured? 2 1/2" h' boards Height above deck? 2' 0"									
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 8 a side										open rails except in way centre houses									
Ceiling in Holds, thickness and material 2 1/2" pine u h' ways										Cargo Battens, thickness and material 2" pine in holds + all hold dks.									
Cargo Hatchways. — How formed? Plates + angles										Hatches, if strong and efficient? Yes									
State size No. 1 Hatch (Forward) 27' 7 1/2" x 18' 0"										No. 2 Hatch 31' 10 1/2" x 18' 0"									
No. 3 Hatch 12' 9" x 16' 0"										No. 4 Hatch 31' 10 1/2" x 18' 0"									
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos. 2 + 4 six webs										" 5 " 27' 7 1/2" x 18' 0"									
Nos. 1 + 5 five webs. No. 3 three webs										No. of Breasthooks 4 with dks. No. of Crutches Deep floors									
Bulwarks, height above deck and description open rails Amid. 3' 6" x 26 plate Main Rail and Stays, material and size Amid. 5 x 2 1/2 x 34 B. A.																			
The foregoing is a correct description.										Builder's Signature (there only) J. O. Kaur									
										Surveyor's Signature A. Watt									
										Surveyor to Lloyd's Register of Shipping.									
Correspondence. — State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)																			
M. 16 Feb. + 10 May 1916 M. 28 Feb. 8th March + 16th March 1917.																			
Workmanship. Are the butts of plating planed or otherwise fitted? Planed or chipped fair.																			
Is the riveted work properly closed? Yes																			
Are the liners between the frames and plates solid single pieces? Joggled frmg.																			
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 facing surfaces? Yes																			
Do any rivets break into or through the seams or butts of the plating? No																			
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.)																			
This vessel has been built under Special Survey in accordance with the Rules + approved plans + The materials + workmanship are good.																			
Sister vessels reported are the S. S. "War Queen" (Rpt. No. 2009) "War Prince" (2031) etc. etc. + recently "Vancouver Maru" (Rpt. 2495) "San Francisco Maru" (2496) "New York Maru" (2514) "Liverpool Maru" (2519) "Glasgow Maru" (2528) "Singapore Maru" (2530), "Brazil Maru" (2572).																			
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 . . . . . 50.-										Fees applied for, 19th July 1919									
Special Survey Fee . . . . . 3000.-										Received by me, 23rd July 1919									
Travelling Expenses, if any . . . . . 15.-										Certificate to be sent to Kobe Date of issue 14.10.19.									
Steel Castings . . . . . 60.-																			
State whether the Vessel has been built under Special Survey Yes																			
I am of opinion this Vessel should be Classed *100 A1. Awning deck																			
With, or without Freeboard, as condition of Class wick freeboard.																			
Committee's Minute TUE 14 OCT. 1919																			
Character assigned 100 A1																			
Wick Kol.																			
Lloyds A.C.P.																			
+ LMC 7.19 20																			



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 should appear in the Register Book) 2 Decks (Steel) + Awning Deck (Steel)

Official No. 25473 ; Signal Letters R.N.P.D.

State if Machinery is fitted aft No.

How are the surfaces preserved from oxidation? Inside 2 coats of Paint Outside 3 coats of 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,	116.9	342	Fore peak tank,		126
Double bottom, under Engines and Boilers,	44.6	182	After peak tank,		93
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	172.1	594	Other tanks, if fitted,		
	Total capacity of double bottom	1118	(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.

Date

No. 460 in builder's yard.

Dates of Surveys held while building

1919 Apr. 17, 23; May 2, 5, 8, 14, 19; June 5, 10, 12, 13, 18, 20, 24, 25, 26, 27, 28; July 7, 11, 12

Surveyor's Signature

Alexander Watt

Total No. of Visits

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