

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON. JUN. 28, 1915

Date of completion of report 31st May 1915 Port of Kobe No. 1634
Survey held at Kobe Date, First Survey 15th Jan. 1914 Last Survey May 12th 1915
On the (State if Single, Twin, or Triple Screw) Twin Screw Steamer "Toyohashi Maru" Rig 2 masts.

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 6512.68
Total under Upper Dk. 89.74
Do. of Poop 327.43
Do. of R.Q.Dk. 56.48
Do. of Bridge House 204.07
Do. of Forecastle 49.82
Do. of Hatches on Dk. 58.25
Do. of excess of Hatchways 7298.47
Do. above Crown of Room... 334.98
Space 2335.51
Crown of Room... 58.63
FOR FEES... 11.51
Tonnage 4557.84
Destined Voyage Europe

CLASS + 100 A1.
Breadth (greatest moulded) 58.00
Depth, at middle of length from top of keel to top of upper deck beams at side 34.00
Transverse Number 92.00
Length on deck from fore part of stem to after part of stern post 445.00
Longitudinal Number 40940
Depth "d," at middle of length (See Secs. 2 & 13) 19.11
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 13.09
Long Bridge Deck Beam at side to top of keel 10.60

Master Tamiichi Date
Year of appointment (1) As Master in service of owner of present vessel:—1915
Built at Kobe
When built 1915 Launched 22nd Sept. 1914
By whom built The Kawasaki Dockyard Co. Ltd.
Owners The Nippon Yusen Kaisha
Managers (Where necessary to be entered in Reg. Book.)
Residence Tokio
Port belonging to Tokio

Feet. Inches. **BREADTH**—Feet. Inches. **DEPTH, ACTUAL**—Top of Floors to top of Upper Dk. Beams 31 4 1/2 No. of Decks with flat laid 2
Moulded 58 0 Do. do. do. do. Second Dk. Beams 21 1 1/2 No. of Tiers of Beams 2
Moulded depth, ft. 42 ins. 0 To Bridge Dk. Round of Upper 14 1/2 ins.
Moulded depth, ft. 34 ins. 0 To Upper Dk. Dk. Beam, Actual

FRAMING.						PILLARS.								
	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule Or a	Inches per Rule Approved.		Inches in Ship.	Inches Spacing in Ship.	Inches per Rule Or a	Inches per Rule Approved.				
E, Angles, or E or L Bars amidships	12	3 1/2	66	12	3 1/2	66	PILLARS, In 'tween Deck, size and spacing	12 3/8	72	3 1/2	72			
in peaks F.P. 8 x 3 1/2 x 46 L	7	3 1/2	40	7	3 1/2	40	" " Hold	5 1/2 x 4 1/2	72 x 54	5 1/2 x 4 1/2	72 x 54			
in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Quarter 'tween Dks. 4 3/4 x 4 1/2	4 3/4 x 4 1/2	4 3/4 x 4 1/2	4 3/4 x 4 1/2	4 3/4 x 4 1/2			
" " at intermdt. Bkts	8	3 1/2	48	8	3 1/2	48	in Hold	4 angles 6.6 x 6.6 x 5.4	4 angles 6.6 x 6.6 x 5.4	4 angles 6.6 x 6.6 x 5.4	4 angles 6.6 x 6.6 x 5.4			
of Frames from centre to centre amidships	36			36			Spaced 8, 9 & 10 ft. sp.							
" " from 1/2	27			27			KEELSONS & STRINGERS.							
" length to Collision bulkhead	24			24			CENTRE LINE KEELSON, Vertical Plate above							
" " in peaks	3 1/2	3	40	3 1/2	3	40	floors, Through Plate, or Intercoastal Plate							
RSEED FRAME, Angles	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Rider Plate							
in way of Double Bottoms at Solid Floors	8	3 1/2	44	8	3 1/2	44	" Flat Plate Keel Angles							
" " at intermdt. Bkts							" Horizontal Plates on Floors							
ING, depth of girder							" Angles or Bulb Angles							
RS, depth and thickness of Floor Plate							SIDE KEELSONS, Number							
at mid-line for 1/2 length amidships							" Angles or Bulb Angles							
in way of Engine and Boiler Spaces							" Plate above floors, for length							
thickness at the ends of vessel							" Intercoastal Plate, for length							
depth at 1/2 the half breadth, as per Rule							" Attached to outside Plating with Angle							
height extended at the Bilges							BILGE KEELSON, Angles							
RS in Cell. Double Bottoms	42	6	38	42	6	38	" Intercoastal Plate for length							
state if flanged (top & bottom)							" Attached to outside Plating with Angle							
Spacing of Solid floors	46	56	46	46	56	46	SIDE STRINGERS, Number	7	3 1/2	62	7	3 1/2	62	
RE GIRDER, in Dbl. bottom, dpth. & thickness	5	5	60	5	5	60	Forward of 3/5 L Angle							
" Angles, Top	5	5	60	5	5	60	" Intercoastal Plate, for length	Discontinuous	44			44		
" " Bottom	6	6	50	6	6	50	" Attached to outside plating with Angle	Flanged				Flanged		
" " to Floors	39	42	38	39	42	38	Upper Deck Stringer Plate, br'dth & thickness	66 - 37	70-40	66 - 37	70-40			
Brackets at intermdt. frmg., width & thkns	42	42	38	42	42	38	(clear of Bridge)	66	50	66	50			
GIRDERS, number on each side & thickness	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" " " " br'dth & thickness	5 x 5	72	5 x 5	72			
" state if flanged (top and bottom)	3	3	42	3	3	42	(in way of Bridge)	54 x 44	44	54 x 44	44			
" Angles (top and bottom)	38		54	38		54	" " Angle (clear of Bridge)	54 x 40 x 48-36	54-40 x 48-36	54-40 x 48-36	54-40 x 48-36			
" " to Floors	4	4	50	4	4	50	" Deck * Steel, for whole lng.	54 - 36		54 - 36				
IN PLATE, depth (exclusive of flange)	3 1/2	3 1/2	44	3 1/2	3 1/2	44	" Thickness (clear of Bridge)	44 - 40		44 - 40				
and thickness	39		42	39		42	" " (in way of Bridge)							
" Angle to Outside Plating	50			50			" Wood Deck. Material & thickness	49-37	50-44	49-37	50-44			
" Floors	46	54	44	46	54	44	Second Deck Stringer Plate, br'dth & thickness	4 x 4	50-44	4 x 4	50-44			
Brackets at intermdt. frmg., width & thkns	ES	56	38	ES	56	38	" Angles on ditto, No. 2							
Height of Outside Brackets above at bilge	48	42	42	48	42	42	" Tie Plates outside Hatchways	40 x 32		40 - 32				
BOTTOM PLATING, breadth and thickness of Middle Line Strake	7 1/2	3	42	7 1/2	3	42	" Deck * Steel, for whole lng.							
" " in Engine and Boiler space	8 1/2	3	42	8 1/2	3	42	" Wood Deck. Material & thickness	37	44	37	44			
" " Remainder in Holds	36	27	24	36	27	24	Third Deck Stringer Plate, br'dth & thickness	4 x 4	44	4 x 4	44			
S, Upper Deck, Single Angle, Bulb	9	3 1/2	42	9	3 1/2	42	" Angles on ditto, No. 2							
Angle, Plate, Too Bulb, or Channel	8 1/2	3	46	8 1/2	3	46	" Tie Plates, outside Hatchways							
In way of Long Bridge	36	27	24	36	27	24	" Deck * Material and thickness	37	44	37	44			
Spacing	8 1/2	3 1/2	42	8 1/2	3 1/2	42	Fourth and Fifth Deck Stringer Plate, breadth & thickness							
BEAMS, Second Deck, Single Angle, Bulb	24			24			" Angles on ditto, No.							
Angle, Plate, Too Bulb, or Channel	8 1/2	3	46	8 1/2	3	46	" Tie Plates outside Hatchways							
Spacing	8 1/2	3 1/2	42	8 1/2	3 1/2	42	" Deck. Material & thickness							
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Too Bulb, or Channel	9	3 1/2	42	9	3 1/2	42	Poop Deck Stringer Plate, breadth & thickness	37	36	37	36			
Angles on upper edge	24			24			" Angle on ditto	3 1/2	3 1/2	36	3 1/2	36		
Spacing	8	3	42	8	3	42	" Tie Plates							
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Too Bulb, or Channel	9	3 1/2	50	9	3 1/2	50	" Deck. Material and thickness	60	58	60	58			
Angles on upper edge	36	48	36	36	48	36	Bridge Deck Stringer Plate, br'dth & thickness	5 x 5	64	5 x 5	64			
Spacing	8	3	42	8	3	42	" Angle on ditto							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Too Bulb, or Channel	9	3	48	9	3	48	" Tie Plates							
Angles on upper edge	36			36			" Deck. Material and thickness	Slut	OP 2 1/2	30	30			
Spacing	9	3 1/2	50	9	3 1/2	50	Forecastle Deck Stringer Plate, br'dth & th'kns	37	36	37	36			
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Too Bulb, or Channel	9	3 1/2	50	9	3 1/2	50	" Angle on ditto	3 1/2	3 1/2	36	3 1/2	36		
Angles on upper edge	36			36			" Tie Plates							
Spacing	54	48	54	54	48	54	" Deck. Material and thickness	Slut	OP 2 1/2	30	2 1/2	30		

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

[illegible]

EQUIPMENT No.				ANCHORS				TONNAGE U. DK. OR PLATING No. FOR TRAWLERS									
LETTER																	
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.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
42659	1st Bower ...	73	0	7				55	5	0	0	72	2	0	Hall's pattern	Jellows Bros.	Lipton 15/14 C.E.P.
42660	2nd " ...	73	2	0	"			55	10	0	0	87	3	0	"	"	" do " C.E.P.
42661	3rd " ...	73	1	0	"			55	5	0	0	66	3	0	"	"	" 16/14 " "
	4th " ...																
	Collective weight.	219	3	7								207	0	0			
42658	Stream	20	2	7	5	1	21	21	3	3	0	20	2	0	Ordinary	Jellows Bros.	Lipton 15/14 C.E.P.
42658	Kedge.....	9	0	7	2	1	7					9	0	0	do	"	" do " "

CHAIN CABLES.										HAWSEERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE		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 Twining.	Length and Size per Table 31.				
	Fathoms.	Diam.		Supplied.	Per Rule.	Length.	Diam.					Fathoms.	Ins.		Length.	Chr.	Fathoms.	Ins.	
43773	150	2 1/2	16 1/2	142 1/2	413-0-12	844-1-0	300	2 1/2	Stud link	Jellows Bros	Lipton 14/14 C.E.P.	130	5 1/2	83-68	130	5 1/2			
43774	150	2 1/2	"	422-1-19			120	5	S.W.	Tokio Saito Kaseha Ld	do do do	100	2 1/2	21-52(2)100	8				
	Iron Stream Chain or Steel Wire	150	5	59	845-2-13							100	2 1/2	21-52(2)100	8				

Boats 4 Life 26'-3" x 8'-3" x 3'-4"; Cutters 21'-0" x 16'-0" x 2'-3"; Tenders 20'-0" x 3'-3" x 2'-0".
Pumps, Number 2 Iron Pump, 3 sections to air pipes. Diameter of Barrel 5 1/2" x 3 1/2". State whether they are in efficient working order Yes.
Windlass is by Emerson Walker & Thompson Bros Ltd. Gateshead. Capstan Turns on Windlass.
Engine Room Skylights.—How constructed? Plates & angles. What arrangements for deadlights in bad weather? Bullseyes in steel hinged covers.
Coal Bunker Openings.—How constructed? Plate & angle coverings How are lids secured? 2 1/2" latches Height above deck? 2'-3"
Number of Scupperns, and numbers and dimensions of **Freeing Ports, &c.** Scup. 3 aside fore & 3 aside aft. Fr. ports 3'-6" x 2'-3". 3 aside fore & 3 aside aft.
Ceiling in Holds, thickness and material 2 1/2" Sugir **Cargo Battens,** thickness and material 6" x 2" sugir
Cargo Hatchways.—How formed? Plates & angles to rule. **Hatches,** If strong and efficient? Yes
State size No. 1 Hatch (Forward) 18'-0" x 18'-0" No. 2 Hatch 31'-6" x 20'-0" No. 3 Hatch 15'-0" x 18'-0" No. 4 Hatch 15'-0" x 16'-0" Bridge
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos 1-7-3 webs. Nos. 2 & 4-5 webs. " 3 " 12'-0" x 18'-0"
Nos. 3 & 4-2 webs. No. 5-1 web No fore & after. No. of Breasthooks 5 & 4 decks No. of Crutches Deep floors
Bulwarks, height above deck and description 4'-3" x 26 plates. 6 x 36 & slaps. Spaces Main Rail, material and size 6 x 3 x 38"
The foregoing is a correct description.
Builder's Signature (here only) J. H. Jones Surveyor's Signature A. L. Jones
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 26 Apr 1915 H-1
M. 14 Aug 1913 M 15 Oct 1913 M 23 Dec 1913 Cablegram re H-1 26 Apr 1915. 1 H-1 let same date.

Workmanship. Are the butts of plating planned or otherwise fitted? Planned
Is the riveted work properly closed? Yes
Are the liners between the frames and plates solid single pieces? Yes 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? 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 approved plans (returned under separate cover) & the workmanship has been found good throughout
Speed attained on trial with draft of 17 ft was 14.5 knots
Estimated maximum sea speed, full loaded, 12.1 knots

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 on Entry Fee £ YEN : 50.00 Fees applied for,
Special Survey Fee... £ YEN 311.30 28 May 1915
Travelling Expenses, if any £ YEN : 30.00 Received by me.
Cablegram from Lon & F.R.D. 24/4/15 28 May 1915
State whether the Vessel has been built under Special Survey Yes.
I am of opinion this Vessel should be Classed + 100 A1. Strcl
With, or without Freeboard, as condition of Class Without
Committee's Minute TUE. JUN. 29. 1915
Character assigned 100001
Lloyd's & Co. P. + L.H.B. 5.15
Wm. H. G. F.D.
A. L. Jones
Surveyor to Lloyd's Register of Shipping.

GENERAL REMARKS—(continued)

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34 ft., R.Q.D. ✓ ft., Bridge 138 ft., Forecastle 37½ 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 Wks (Stl)
Official No. ; Signal Letters State if Machinery is fitted aft No.
How are the surfaces preserved from oxidation? Inside Cement & paint Outside Composition

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

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	141.0	475	Fore peak tank,		42.31
Double bottom, under Engines and Boilers,	24.0	118	After peak tank,	42.0	265.63
Double bottom, if under Engines only,	36.0	179	Deep tank, aft,		
Double bottom, if under Boilers only,	186.2	736	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	1508	(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 11/9/13

No. 372 in builder's yard.

DAYS of Survey held while building

Jan'y 15th 1914 to May 12th 1915

Continuous attendance

Surveyor's Signature

A. L. Jones

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Total No. of Visits

Lloyd's Register Foundation