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

# STEEL STEAMER.

TUE. 5 AUG 1919 No. 2519

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

Port of Kobe Date of completion of Report 20th June 1919 Received at London Office

Survey held at Kobe Date, First Survey 15th January Last Survey 26th April 1919

On the (State if Single, Twin, or Triple Screw) Steel Screw Str "Liverpool Maru" Rig 2 masts

CLASS +100 A1 Awning Deck

| | | Feet. |
|---|---|---|
| **TONNAGE under Tonnage Deck** | **Breadth** (*greatest moulded*) | 51.00 |
| *Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk.* | **Depth,** *at middle of length from top of keel to top of beams at side of uppermost Continuous Deck* | 36.00 |
| **Total under Upper Dk.** 3585.80 | **Depth** *height of 'tween deck when this does not exceed 8ft.* | 28.00 |
| *Do. of Poop* | **Transverse Number** | 79.00 |
| *Do. of R. Qr. Dk.* | **Length** *on deck from fore part of stem to after part of sternpost* | 385.00 |
| *Do. of Bridge House* | **Longitudinal Number** | 30465 |
| *Do. of Forecastle* | **Depth "d"** *at middle of length. See Secs. 2 & 13* | 16.0 |
| *Do. of Houses on Deck* 199.95 | **Proportions,** *Depths to Length, Uppermost Continuous Deck at side to top of keel* | 10.7 |
| *Do. of excess of Hatchways* 63.67 | *" " " Upper Deck at side to top of keel* | 13.7 |
| *Do. above Crown of Engine Room* 54.17 | | |
| **Gross Tonnage** 3863.89 | | |
| *Less Crew Space* | | |
| *Less above Crown of Engine Room* | | |
| TONNAGE FOR FEES | | |
| *Less Engine Room* 1147.36 | | |
| *Navigation Spaces* 391.43 | | |
| *Trunks* 65.71 | | |
| **Tonnage** 3459.19 | | |
| *Steam* | | |

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

Master H. Kato

*Year of Appointment* (1) *As Master in service of owner of present vessel:*—191 (2) *As Master of this vessel* 191

*Built at* Kobe

*When built* 1919 *Launched* 31st March 1919

*By whom built* The Kawasaki Dkyd Co. Ltd

*Owners*

*Managers* (*Where necessary to be entered in Reg. Book.*)

*Residence* Kobe

*Port belonging to* Kobe

**LENGTH on Rule** Ft. 385 Ins. 0 — **BREADTH** — Moulded Ft. 51 Ins. 0 — **DEPTH, ACTUAL**—Top of Floors to top of Awn. or Shelter Dk. Beams Ft. 33 Ins. 7; Do. do. Upper Deck Beams Ft. 23 Ins. 7 — No. of Decks with flat laid 3; No. of Tiers of Beams 3

*Moulded Dimensions of Ship per Register,* Length 385.0 breadth 51.0 depth. 36 ft Awn. or Shelter Dk. / 28 Upper Deck. — Moulded depth, ft. 36 ins. 0 To Awning or Shelter Dk. — Moulded depth, ft. 28 ins. 0 To Upper Dk. — Round up of Uppermost Dk. Beam, Actual .. 12¾ ins.

## FRAMING.

| | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule as Appro | Inches per Rule ved. |
|---|---|---|---|---|---|---|
| Angles, or Bar L Bars, amidships | 9 | 3½ | .52 | 9 | 3½ | .52 |
| Peaks . F.P. 7×3½×31/64 A.P. | 6 | 3½ | .36 | 6 | 3½ | .36 |
| Way of Double Bottoms at Solid Floors .. | 3½ | 3½ | .40 | 3½ | 3½ | .40 |
| " " L at intermdt. Bkts. | 7½ | 3½ | .40 | 7½ | 3½ | .40 |
| Frames from centre to centre amidships | 25½ | | | 25½ | | |
| " " " from ⅗ length to collision bulkhead | " | | | " | | |
| Frames from centre to centre in peaks. | 24 | | | 24 | | |
| **ED FRAME,** Angles. A.P. | 3½ | 3 | .36 | 3½ | 3 | .36 |
| way of Double bottoms at Solid Floors .. | 3½ | 3½ | .40 | 3½ | 3½ | .40 |
| " " L at intermdt. Bkts. | 4 | 3½ | 31/64 | 4 | 3 | .40 |
| **G,** depth of girder A.P. | 6 | | | 6 | | |
| , depth and thickness of Floor Plate at mid-line for ⅗ length amidships | - | | | - | | |
| n way of Engine and Boiler spaces | - | | | - | | |
| thickness at the ends of vessel | - | | | - | | |
| lepth at ¾ the half-bdth. as per Rule .. | - | | | - | | |
| neight extended at the Bilges | - | | | - | | |
| **S, in Cell Double Bottoms** | - | .40 | .36 | | .40 | .36 |
| state if flanged (top and bottom) | No. | | | No | | |
| spacing of Solid .. 24 in p.Rs | 25½ × 51 | | | 25½ × 51 | | |
| **E GIRDER,** in Dbl.bottom.,dpth.&thicknss | 42 | .50 | .40 | 42 | .50 | .40 |
| " Angles, Top | 3½ | 3½ | .50 | 3½ | 3½ | .50 |
| " " Bottom | 5 | 5 | .58 | 4½ | 4½ | .60 |
| " " to Floors | 5 | 5 | .56 | 5 | 5 | .56 |
| Brackets at intermdt. frmg., wdth & thknss | 36 | .40 | .36 | 36 | .40 | .36 |
| **IRDERS,** number and thickness | Two | .38 | .36 | Two | .38 | .36 |
| " state if flanged (top & bottom) | Top | 3½ | flange | Top | 3½ | flange |
| Angles to shell | 3½ | 3½ | .40 | 3½ | 3½ | .40 |
| **IN PLATE,** depth (exclusive of flange) and thickness | 38 | 32 | .46 | 38 | 32 | .46 |
| Angles to outside plating | 3½ | 3½ | .46 | 3½ | 3½ | .46 |
| " to floors | 3½ | 3½ | .40 | 3½ | 3½ | .40 |
| Brackets at intermdt. frmg., wdth & thknss | 30 | .40 | .36 | 30 | .40 | .36 |
| Height of Brackets above at bilge | 24 | | | 24 | | |
| **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 |
| **S, Awng or Shltr Dk,** Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 4 | 3½ | 31/64 | 4 | 3 | .42 |
| pacing | 25½ | | | 25½ | | |
| **S, Upper Deck,** Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 10 × 3⅜ × 3⅜ | | .40 | 9½ | 3½ | .56 |
| pacing | 51 | | | 51 | | |
| **S, Second, Third & Fourth Deck,** Single Angle, Bulb Angle, Plate, Tee Bulb or Channel | 10 × 3.59 × 3.59 | | × .56 | 11 | 3½ | .56 |
| Angles on upper edge | ✓ | | | - | | |
| pacing | 51 | | ✓ | 51 | | |
| **S, 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 | - | | | - | | |

## PILLARS.

Upper 2⅜ Sp° 51 and 2⅞ Sp° 51 Lower Hold Tween Dks

| | Inches. Size in Ship. | Inches. Spacing in Ship. | Inches. per Rule. Or as | Inches. per Rule. Approved. |
|---|---|---|---|---|
| **PILLARS, In 'tween Deck,** size and spacing | I 6 × 3.56 | 3.56 | .41 | In 2 Tons |
| " | 7 × 3.55 | 5 × 3.55 | .45 | @ 13 to 15 |
| " Quarter 'tween Dks., Hold & in Hold | 8 × 8 × .58 | × .56 | from Spaces | |
| " " " | 6 × 6 × .70 | × .64 | as appr° | |

## KEELSONS AND STRINGERS.

| | Inches in Ship. | Inches in Ship. | Inches in Ship. | Inches per Rule Or as | Inches per Rule as Appro | Inches per Rule ved. |
|---|---|---|---|---|---|---|
| **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 Two in No. 1 hold | No. 1 hold | | | 2 in No. 1 | | |
| " " Angle | 4 | 3½ | .58 | 6½ | 3½ | .50 |
| " " Intercostal Plate, for No. 1 hold lng. | | | .42 | | | .42 |
| " Attached to outside plating with Angle | 3½ " flange | | | 3½ " flange | | |
| **Awning or Shelter Deck Stringer Plates,** breadth and thickness | 53-34 | | 54-42 | 53-34 | | 54-42 |
| " Angle on ditto .. (2nd 3½ × 3½ × .42) | 5 × 5 × .56 | | | 4½ 4½ .58 | | |
| " Tie Plates, fore and aft, outside Hatchways | - | | | - | | |
| " Deck.* Steel, for whole lng. | | .42 | .38 | | .42 | .38 |
| " Wood Deck. Material & thickness | - | | | - | | |
| **Upper Deck Stringer Plate,** breadth and thickness | 46-34 | .46 | .42 | 46-34 | .46 | .42 |
| " Angles on ditto, No. 2 | 3½ × 3½ | .46 | | 3½ × 3½ | .46 | |
| " Tie Plates, outside Hatchways | - | | | - | | |
| " Deck.* Steel, for whole lng. | | .34 | .30 | | .34 | .30 |
| " Wood Deck. Material & thickness | - | | | - | | |
| **Second Deck Stringer Plates,** br'dth & thickn's | 46-34 | .42 | | 46-34 | .42 | |
| " Angles on ditto, No. 2 | 3½ × 3½ | .46 | | 3½ × 3½ | .46 | |
| " Tie Plates, outside Hatchways | - | | | - | | |
| " Deck.* Material and thickness Compo. Sheathing | | .34 | .30 | | .34 | .30 |
| **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,** b'dth & th'kns | - | | | - | | |
| " 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.*

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K440 Liverpool Maru

| WEB FRAMES. | Inches in Ship. | Inches in Ship. | Inches per Rule. Or as Approved. | Inches per Rule. Or as Approved. |
|---|---|---|---|---|
| WEB-FRAMES, In Fore Body, No. and spacing | Three @ 8'-6" | | Three @ 8'-6" | |
| ,, ,, brdth. & thickness | 26 | ·48 | 26 | ·48 |
| ,, No of Side Stringers ,, ,, | Two ·42 & ang 7·3½·58 | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | Two @ 5 & 6 fm sp. with bhd | | | |
| ,, ,, brdth. & thickness | 20 | ·42 | 20 | ·42 |
| WEB-FRAMES, In After Body, No. and spacing (Partial bhds in tween dks) | Spaced 10 fm sp. & as appd | | | |
| ,, ,, brdth. & thickness | 33 | ·40 | 33 | ·40 |
| ,, No. of Side Stringers ,, ,, | | | | |
| ,, Size of Face Angles to Web-Frames | 7·3½·12 | | 7·3½·12 | |
| BRACKET PLATES to Stringers between Web Frames, depth and thickness | | | | |

| FORGINGS or CASTINGS. | Inches in Ship. | Inches per Rule, Or as Approved. |
|---|---|---|
| KEEL, Bar, depth and thickness | Plate Keel | |
| STEM, moulding and thickness | 10 × 2¾ | 10 × 2¾ |
| STERN-POST for Rudder do. do. | 9 × 7½ | 9 × 7½ |
| ,, for Propeller | 10 · 7½ | 10 · 7½ |
| RUDDER—A×D* Table 22. Speed 11. 12 K. | 146·59 · 3·74 = 548·25 | |
| ,, Main-Piece, diameter at head | 10⅓ | 10⅓ |
| ,, ,, at heel | 8 | 8 |

| BULKHEADS. | Number. Vessel. | Per Rule. | Thickness. Inches. | Stiffeners Horizontal Size | Horizontal Spacing | Vertical Size | Vertical Spacing | Single or Double Frames. | Height up, state deck. |
|---|---|---|---|---|---|---|---|---|---|
| W.T. BULKHEADS | Aft 1st | 6 | 36·26 | | | ⌐8·3½·40 | 27 | Sing. | Up. Dk |
| | " | 42 | 36·26 | | | ⌐10·3½·38 | 30 | " | " |
| | " | 69 | 34·26 | | | ⌐9·3½·32 | 30 | " | " |
| | " | 93 | 34·26 | | | ⌐ " " | " | " | " |
| | " | 143 | 36·26 | | | ⌐13·4·4·48 | 30 | " | " |
| ,, COLLISION ,, | " | 172 | 40·26 | | | ⌐10·3½·3½·50 | 24 | " | Along Dk |
| PARTITION ,, | | | Horizl stiffs see letter | | | | | | |
| LONGITUDINAL ,, | | | | | | | | | |

Are the outside Plates doubled two spaces of Frames in length? No. (Brackets)

Are the ~~Sluice Valves and~~ (None) Watertight Doors in efficient working order? Yes

RUDDER, how constructed: Cast Steel frame

,, Thickness of ~~Plates or~~ Single Plate: 1·1

Can the Rudder be unshipped afloat? Yes

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.? Lackawanna Steel Co. Alan Wood S Co. Phoenix S&I Co. Jones & Laughlin.

Kawasaki (Hiogo) Stl. Wks for castings

Has the Steel been tested as required by the Rules? Yes

PLATING. / RIVETING.

| STRAKES. | Amidship Breadth (Inches) | Amidship Thickness | Forward Thickness | Aft Thickness | Per Rule Amidship Breadth | Per Rule Amidship Thickness | Edges Single or Double | Breadth of Lap | Rivets Diam. | Rivets Spacing cr. to cr. | Butts Double or Treble and for what length | Butt Rivets Diam. | Butt Rivets Spacing | Straps Breadth | Straps Thickness | If Lapped Breadth | For what Length (Feet) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Flat Plate Keel (If Bar Keel, state Riveting.) | 46 | ·96 | ·68 | ·68 | 46 | ·96 | Double | 6¾ | 1⅛ | 4¼ | Quad. | 1⅛ | 4½ | | | 16 | 14 |
| Garboard or A Strake | " | ·62 | ·46 | ·46 | " | ·62 | " | 5¼ | 7/8 | 3 3/16 | Quad ½ L | 7/8 | 3½ | | | 12 | ½ L |
| B ,, | | " | " | " | | " | " | " | " | " | " | " | " | | | " | " |
| C ,, | | " | " | " | | " | " | " | " | " | " | " | " | | | " | " |
| D ,, | | " | " | " | | " | " | " | " | " | " | " | " | | | " | " |
| E ,, | | " | " | " | | " | " | " | " | " | " | " | " | | | " | " |
| F ,, | | " | ·44 | " | | " | " | " | " | " | Treble | " | 3⅛ | | | 9 | " |
| G ,, | | " | " | ·48 | | " | " | " | " | " | Quad ½ L | " | 3½ | | | 12 | " |
| H ,, | | " | " | ·44 | | " | " | " | " | " | Treble | " | 3⅛ | | | 9 | " |
| J ,, | | " | " | " | | " | " | " | " | " | Quad ½ L | " | 3½ | | | 12 | " |
| K ,, | | " | " | " | | " | " | " | " | " | Treble | " | 3⅛ | | | 9 | " |
| L ,, | | ·64 | " | " | | ·64 | " | " | " | " | Quad ½ L | " | 3½ | | | 12 | " |
| M ,, | 46 | ·66 | " | " | 46 | ·66 | " | " | " | " | " | " | " | | | " | " |
| N ,, | | | | | | | | | | | | | | | | | |
| O ,, | | | | | | | | | | | | | | | | | |
| P ,, | | | | | | | | | | | | | | | | | |
| Q ,, | | | | | | | | | | | | | | | | | |
| R ,, | | | | | | | | | | | | | | | | | |
| S ,, | | | | | | | | | | | | | | | | | |
| T ,, | | | | | | | | | | | | | | | | | |
| U ,, | | | | | | | | | | | | | | | | | |
| V ,, | | | | | | | | | | | | | | | | | |
| W ,, | | | | | | | | | | | | | | | | | |
| Th'kness of Sh'rstrke clear of Long Bridge | | | | | | | | | | | | | | | | | |
| Do. of Strake below | | | | | | | | | | | | | | | | | |
| Dblg. of Flat Plate Keel | | | | | | | | | | | | | | | | | |
| ,, Sheerstrakes (Length and thickness.) | | | | | | | | | | | | | | | | | |
| Poop Sides | | | | | | | | | | | | | | | | | |
| Short Bridge Sides | | | | | | | | | | | | | | | | | |
| Forecastle Sides | | | | | | | | | | | | | | | | | |

State actual thickness in way of Double Bottom.

Write "Awning or Shelter Deck" "Sheer Strake" opposite its corresponding letter.

Awning or Shelter Deck Stringer Plate: Butts, III riveted for ½ L + length amidship. ~~Straps single, double or~~ overlapped for whole length ~~amidship~~.

Upper Deck Stringer Plate: Butts, III riveted for ½ L + length amidship. ~~Straps single or~~ overlapped for whole length ~~amidship~~.

Butts of Side Stringers — riveted.

,, Tie Plates — riveted.

Inner Bottom Plating, riveting of Edges: Mid. Doub. Others Sing. Butts: Mid. III – II, Others II – I

Centre Girder Butts, Treble riveted. Keelson Butts, — riveted.

Frames, riveted through Plates with 7/8 in. Rivets, about 7 dias apart.

Rivets, state whether Iron or Steel: Steel

FRAMES extend in one length from bilge to upper & 2nd dks. alternly. State if ordinary or joggled: Joggled

REVERSED FRAMES on floors and frames extend from Keel to upr dk in A.P. State if ordinary or joggled: Ordinary

MASTS, SPARS, &c.

| Lower Masts | Material. | Total Length. | At Partners. | Heel. | Hounds. | Head. | No. of Plates in round. | Angles Number. | Angles Size. | Riveting Seams. | Riveting Butts. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Fore | Steel | 63'·0" | 26 × ·44 | 24 × ·44 | 20 × ·30 | | Two | 3 BA | 3 × 6 × ·42 | Single | Treb & Doub |
| Main | " | 66'·0" | 22 × ·40 | 20 × ·40 | 17 × ·30 | | Two | 3 A | 3 × 3 × ·40 | " | " |
| Mizen | | | | | | | | | | | |
| Bowsprit | " | | | | | | | | | | |

Topmasts, ~~Yards~~ and Remainder of Spars: Pine

Rigging, Material and Size, Shrouds: Fore 2 a side 5" S.W. Main 2 a side 4". Stays: Fore 5" Cap 3" Defenders 2-5"

Sails. Suit of ... Sails, and the following spare sails: Main 4" Cap 2" Aft & back 2½" S.W.

Form No. 1B.

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TUE. 5 AUG. 1919

EQUIPMENT No. LETTER "Y" ANCHORS.

| Number of Certificate. | Anchors. | Weight Ex. Stock Cwts. | qrs. | lbs. | Weight of Stock Cwts. | qrs. | lbs. | Test per Certificate Tons. | cwts. | qrs. | lbs. | Weight Req. by Table 31 Cwts. | qrs. | lbs. | Description of Anchor. | Makers. | Where and when tested and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4777 | 1st Bower | 61 | 0 | 18 | – | – | – | 49 | 0 | 2 | 14 | 56 | 3 | 10 | Baldt. Anch. | Baldt Anchor Co | Phil.: 7-8-17: F.A |
| 4776 | 2nd ,, | 60 | 3 | 6 | – | – | – | 48 | 15 | 0 | 0 | 56 | 3 | 9 | Do. | Do | Do Do Do |
| 4778 | 3rd ,, | 59 | 1 | 24 | – | – | – | 48 | 1 | 1 | 0 | 56 | 3 | 9 | Do | Do | Do Do Do |
| | Collective weight | 181 | 1 | 20 | | | | | | | | 170 | 2 | 0 | | | |
| 4785 | Stream | 16 | 1 | 5 | 4 | 1 | 24 | 17 | 11 | 3 | 14 | 16 | 1 | 0 | Common | Baldt Anchor Co | Phil. 8-8-17. F.A |
| 4812 | Kedge | 6 | 3 | 24 | 1 | 3 | 24 | 9 | 5 | 0 | 0 | 7 | 0 | 0 | Do | Do | Do 10-8-17. W.B |

If Patent state Name of Patentee. If Stockless, state Mechanical Tests.

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.

| | Wt. | Initials | Cert. | Date |
|---|---|---|---|---|
| 1st Bower | 61·0·18 | F.A. | 4777 | 7·8·17 |
| 2nd ,, | 60·3·6 | F.A. | 4776 | 7·8·17 |
| 3rd ,, | 59·1·24 | F.A. | 4778 | 7·8·17 |

CHAIN CABLES.

| Number of Certificate. | Length (Fathoms) | Diam. (Ins.) | Test Statutory (Tons) | Test Breaking (Tons) | Weight Supplied (Cwts. qrs. lbs.) | Weight Per Rule | Length per Table 31 (Fathoms) | Diam. | Description. | Makers of Cables. | Where and when tested, and Superintendent. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 664 | 211 | 2 3/16 | 86 6/8 | 120 2/10 | 521·0·13 | 302·1·0 (Cir notice 1304) | 210 | 2 3/16 | Stud Link | Osaka Chain Wks | Osaka · 19-3-19 Y.J. |
| Iron Stream Chain or Steel Wire | 90 | Cir. 4¾ | | 65½ | | | 90 | 4¾ | S.W. | Sokio Seiko Kaisha | Makers Cert. |

HAWSERS AND WARPS.

| Material | Length supplied (Fathoms) | Cir. (Ins.) | Breaking Test of Steel Wire Towline (Tons) | Length per Table 31 (Fathoms) | Cir. |
|---|---|---|---|---|---|
| Towline | 120 | 4¾ | 65½ | 120 | 4¾ |
| Hawsers & Warps | 290 | 8 | Manila | 290 | 8 |
| " " | 290 | 7 | " | 290 | 7 |

Boats 2 Life 28·0" × 8·6" × 3·7" Gig 19'·0" × 5·0" × 3·0" Steering Gear, Steam: By Builders Steering Gear, Hand: By Builders

Pumps, Number: Downton & 1 Small L F.P. Diameter of Barrel 5½" & 4" State whether they are in efficient working order: Yes

Windlass is By Builders. & Capstan, Drums combined.

Engine Room Skylights.—How constructed? Plates & angles What arrangements for deadlights in bad weather? Glass in steel.

Coal Bunker Openings.—How constructed? Plates & angles How are lids secured? 2½" 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 of centre houses

Ceiling in Holds, thickness and material: 2½ pine in h'ways Cargo Battens, thickness and material: 2" pine && in holds & all 'tween dks.

Cargo Hatchways.—How formed? Plates & angles Hatches, If strong and efficient? Yes.

State size No. 1 Hatch (Forward) 27'·7½" × 18'·0" No. 2 Hatch 31'·10½ × 18·0" No. 3 Hatch 19'·9" × 16'·0" No. 4 Hatch 31'·10½ × 18·0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch: Nos. 2 & 4 six webs. " 5 " 27'·7½" × 18·0". Nos. 1 & 5 five webs. No. 3 three webs. No. of Breasthooks: 7 with decks No. of Crutches: Deep floors.

Bulwarks, height above deck and description: Open rails. Amid. 3'·6" × ·26 plat. Main Rail and Stays, material and size: Amid. 5 · 2½ · 34 B.A.

*The foregoing is a correct description.*

Builder's Signature (here only): Kawasaki Dockyad Co., Ltd, Per J. Nakane, Secretary.

Surveyor's Signature: A. L. Jones & 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. 16th Feby & 10th May 1916. M. 28th Feby, 8th Mar & 16th Mar 1917

Workmanship. Are the butts of plating planed or otherwise fitted? Yes, planed.

Is the riveted work properly closed? Yes

Are the liners between the frames and plates solid single pieces? Joggled framing 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 Rules & approved plans & the materials & workmanship are good. Photoprints of Midship Section & Profile & Decks, are forwarded.

Sister vessels completed are the "War Queen" (Kobe Rpt. No ) "War Prince" ( ) etc, etc. & recently "Washington Maru" (2478) "Vancouver Maru" (2495) "San Francisco Maru" (2496), "New York Maru" (2514)

*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 ...... Yen : 50
Special Survey Fee .... Yen : 3000
Travelling Expenses, if any Yen : 15

Fees applied for, 17 May 1919. Received by me, 24 May 1919.

*Certificate to be sent to* Kobe *Date of issue* 11/8/19.

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: With freeboard.

A. L. Jones & A. Watt, *Surveyor to Lloyd's Register of Shipping.*

*The Surveyors are requested not to write on or below the Committee's Minute.*

Committee's Minute: FRI. 8-AUG. 1919

Character assigned: 100 A1 awng dk with fbd

Eng fwd

ATCP thmc 4.19

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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 should appear in the Register Book*) 2 Dks (Steel) + Awng Dk (Steel) ✓

Official No. 24769 ; Signal Letters R K Q F. State if Machinery is fitted aft No

How are the surfaces preserved from oxidation? Inside Cement + paint ✓ Outside Paint ✓

**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. |
|---|---|---|
| Double bottom, aft, | 116·9 | 342 |
| Double bottom, under Engines and Boilers, | 44·6 | 182 |
| Double bottom, if under Engines only, | X | |
| Double bottom, if under Boilers only, | X | |
| Double bottom, forward, | 172·1 | 594 |
| Total capacity of double bottom | | 1118 |

| Where Fitted. | *Length. Feet. | Water Capy. Tons. |
|---|---|---|
| Fore peak tank, | | 126 · |
| After peak tank, | | 98 · |
| Deep tank, aft, | | |
| Deep tank, forward, | | |
| Other tanks, if fitted, | | |
| (If necessary, furnish further information by sketch.) | | |

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

333·6

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

Order for Special Survey No.

Date

No. 440 in builder's yard.

Dates of Surveys held while building: Jany 15th (Keel laid), 18. 22. 25. 28. Feb. 4. 14. 17. 27. Mar. 5. 10. 14. 15. 19. April 8. 10. 12. 17. 26 1919

Total No. of Visits 22

*Surveyor's Signature* A. Jones + A Watt.

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