

[illegible]

EQUIPMENT No. 28324.										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.																							
66	1st Bower	50	3	13	STOCKLESS	43	18	0	0	52	2	0	JAPAN S. WKS. MURAHAN	15-4-22	250																								
64	2nd "	50	0	10	"	43	18	0	0	52	2	0	"	"	"																								
65	3rd "	49	3	9	"	43	18	0	0	44	2	0	"	"	"																								
	4th "																																						
67	Collective weight.	150	3	4						149	2	0																											
68	Stream	14	0	21	4	2	19	15	12	0	0	0	COMMON	JAPAN S. WKS. MURAHAN	15-4-22																								
	Kedge	6	1	5	2	0	8	8	10	0	0	0	"	"	"																								
Particulars of Drop Test of Cast Steel Anchors, viz.:- Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower 37-1-8 2.S. N° 66 4-2-22 2nd " 36-1-27 2.S. N° 64 4-2-22 3rd " 36-1-9 2.S. N° 65 4-2-22 4th "																																							
CHAIN CABLES.																HAWSERS 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.		Length and Size per Table 31.																	
54261	30	2 1/4	76 1/2	107 1/2	65-2-6	573-2-14	270	2 1/4	STUOLINK	TITTON 26-1-20 C.E.P.	TOWLINE	65M 120 4 1/2 39	120 4 1/2																										
54257	30	2 1/4	76 1/2	107 1/2	65-2-6	573-2-14	270	2 1/4	"	" 24-6-21 "	HAWSERS & WARPS	2690 3 1/2 12-5	2690 3 1/2 12-5																										
54256	30	2 1/4	76 1/2	107 1/2	65-2-6	573-2-14	270	2 1/4	"	" 23-1-20 "	"	2690 3 1/2 12-5	2690 3 1/2 12-5																										
	90	4 1/2	39				90	4 1/2																															
Boats TWO LIFEBOATS & 1 CUTTER Steering Gear, Steam EFFICIENT Steering Gear, Hand EFFICIENT																																							
Pumps, Number ONE DOWNTOWN PUMP Diameter of Barrel 5 1/2 State whether they are in efficient working order YES																																							
Windlass is EFFICIENT Capstan																																							
Engine Room Skylights.—How constructed? STEEL PTST ANGLES What arrangements for deadlights in bad weather? BULLS EYES & SHUTTERS																																							
Coal Bunker Openings.—How constructed? STEEL PTST LIDS How are lids secured? HAND COVERS Height above deck? 1-9																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 6 EACH SIDE 6 FREEING PORTS EACH SIDE 5-0"x1-3"																																							
Ceiling in Holds, thickness and material 2 1/2" TEGHIO MATSU. Cargo Battens, thickness and material 6-2" TEGHIO MATSU.																																							
Cargo Hatchways.—How formed? STEEL PTST ANGLES Hatches, If strong and efficient? YES																																							
State size No. 1 Hatch (Forward) 27'6"x18'0" No. 2 Hatch 33'0"x18'0" No. 3 Hatch 30'3"x18'0" No. 4 Hatch 27'6"x18'0"																																							
Number of Web Plates, Shifting Beams and Fore and Aft to each Hatch N° 1 HATCH 5. N° 2 HATCH 7.																																							
N° 3 HATCH 6. N° 4 HATCH 5. No. of Breasthooks THREE No. of Crutches DEEP FLOORS																																							
Bulwarks, height above deck and description 3'9"x26" PLATE Main Rail, material and size 6-3 1/2"x36" ANGLE																																							
The foregoing is a correct description.																																							
Builder's Signature (here only) T. Hatano. Surveyor's Signature James G. Bricton																																							
Builder's Signature (here only) T. Hatano. Surveyor's Signature James G. Bricton																																							
Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)																																							
Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE																																							
Is the riveted work properly closed? YES																																							
Are the liners between the frames and plates solid single pieces? FRAMES DOGGLED 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 lapped? 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 and in accordance with the Society's Rules and Regulations, and approved plans. The material and workmanship are good.																																							
This vessel is a sister vessel of SS SHIN-I MARU REPORT N° 2632.																																							
Midship Section of Vessel as built is forwarded herewith.																																							
Wireless Installation Fitted.																																							
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 ... £ 70 Fees applied for, 29-9 1922																																							
Special Survey Fee ... £ 3975 Received by me, 27-10 1922																																							
Travelling Expenses, if any £ FREEBOARD 150																																							
State whether the Vessel has been built under Special Survey YES																																							
I am of opinion this Vessel should be Classed + 100 A.I.																																							
With, or without Freeboard, as condition of Class WITHOUT FREEBOARD.																																							
Committee's Minute FRI. 9 MAR. 1923																																							
Character assigned 100A1																																							
+ 2nd. 9.22.																																							
as b.p.																																							
James G. Bricton																																							
Surveyor to Lloyd's Register of Shipping.																																							
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GENERAL REMARKS—(continued).

REMAINDER OF CHAIN CABLE.				WEIGHT.	DESCRIPTION	MAKERS	WHERE & WHEN TESTED & SUPERINTENDENT
No. OF CMT.	LEN.	DIA.	STANDARD TEST	BREAKING TEST			
54262.	30 FMS.	2 1/2	✓	76 1/2	64-3-12	STUB LINK.	TIPTON 27-10-20 H.C.L.
54498	30 "	"	"	"	64-0-8	"	" 25-3-20 H.C.L.
54499	30 "	"	"	"	64-0-22	"	" 25-3-20 H.C.L.
23205	60 "	"	"	"	127-2-8	"	CARDIFF 16-10-20 C.W.A.
1140	30 1/2	"	"	"	66-0-13	"	OSAKA C.W. OSAKA 9-3-22 Y.J.

FRAMING

IN AFT PEAK. 6 x 3 1/2 x 36 A. WITH REV. FRAME 3 1/2 x 3 1/2 x 36 ANGLE TO FORM 6 GIRDER EXTENDING TO UPPER DK. ✓

IN FORE PEAK 7 x 3 1/2 x 42 B.A. EXTENDING TO F.C.L. & 2ND DKS. ALT. ✓

INTERMEDIATE FRAME 6 x 3 1/2 x 36 A. SCARPHED TO MAIN FR. ✓

MAIN FRAME (SPACED 33) 10 x 3 1/2 x 3 1/2 x 42 CH. EXTEND. TO UPPER 2ND DKS. ALT. ✓

INTERMEDIATE FRAME 6 x 3 1/2 x 46 A. 150 ✓

MAIN FRAME (SPACED 27) 10 x 3 1/2 x 3 1/2 x 4 CH. EXTEND. TO UPPER 2ND DKS. ALT. ✓

EXCEPT IN F.C.L. WHERE TO F.C.L. & 2ND DKS. ALTERNATELY

INTERMEDIATE FRAME 6 x 3 1/2 x 4 A. 44 ✓

MAIN FRAME IN WAY OF TUNNEL RECESS (FRAME SPACE 33) 9 x 3 1/2 x 44 B.A. EXTENDING TO UPPER & 2ND DKS. ALT. ✓

INTERMEDIATE FRAME 6 x 3 1/2 x 46 A. 150 ✓

FRAMES SPACED 33" APART FROM AFT PEAK 8TH TO 3/5 L. & FOR 2ND TO COLLISION BULK. ✓

" 27 " " 3/5 L. & FOR 2ND TO COLLISION BULK. ✓

" 24 " IN BOTH PEAKS ✓

WIDE SPACED PILLARS.

FROM TANK TOP TO 2ND DK. HOLLOW ROUND 12 x 5. 12 x 54. 13 x 54. 13 x 6

& 14 x 5 / SPACED AS PER APPROVED PLANS.

BETWEEN 2ND & UPPER DKS. SOLID 4 3/8 x 5. 5 1/2 DIA. 11 x 5 HOLLOW ROUND

BRIDGE TWEEN DKS. SOLID 3 5/8 DIA.

POOP TWEEN DKS. SOLID 3 5/8 DIA.

FORGINGS & CASTINGS

STEM FRAME B4920-1 CAST STEEL KOBE S.W. 27-12-21 A.L.N.

RUDDER MAIN PIECE. 70858 3/4 D. D. NIPPON SEIKO SHO.

" STOCK 70858 1/2 D. D. " " "

STEM BAR 2 PIECES. U.S.M. 1+2. FORGED STL. MITSUBISHI C. NAGASAKI. 21-12-21 A.S.W.

RUDDER ARMS. 11041705 INCL. CAST STEEL NIPPON SEIKO SHO.

RUDDER TILER 90439 1/4. FORGED STL. JAPAN STEEL WKS. MURORAN.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 33-29 ft., R.Q.D. ft., Bridge 74-25 ft., Forecastle 40-46 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) TWO DECKS STEEL. TWO TIERS OF BEAMS.

Official No. 28502; Signal Letters R.F.Q.W. State if Machinery is fitted aft AMIDSHIPS.

How are the surfaces preserved from oxidation? Inside BOTTOM CEMENTED INSIDE HOLDS PAINTED Outside PAINTED.

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,	107-25	254-23	Fore peak tank,	18	55-54
Double bottom, under Engines and Boilers,	22-0	37-10	After peak tank,	10	28-98
Double bottom, if under Engines only, FRESH WATER	32-0	37-10	Deep tank, aft,		
Double bottom, if under Boilers only,	30-25	104-95	Deep tank, forward,		
Double bottom, forward,	134-75	359-21	Other tanks, if fitted,		
		791-59	(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. YES.

Order for Special Survey No. 1A

Date 14-10-21.

No. 96. in builder's yard.

DATES of Surveys held while building

1921. NOV. 12. 16. 22. 29. DEC. 2. 7. 13. 16. 20. 24. 1912 JAN. 13. 17. 20. 25. 28 30. FEB. 1. 14. 17. 23. MAR. 16. 22. 23. 27. 28. APRIL. 8. 13. 21. 27. MAY 26. JULY 6. AUG 2. 15. 18. 25. 29. SEPT. 6. 13. 14. 19. 21. 29.

Total No. of Visits 43

Surveyor's Signature

James Bricheton.

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