

With or Without Disconnected Erections.

STEEL STEAMER.

TUE. 20 JUN. 1916

Received at London Office

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

Date of completion of report

11th May 1916

Port of *Kobe*

No. 1801

Survey held at

Kobe

Date First Survey

13th August 1915

Last Survey

24 April

1916

On the (State if Single, Twin, or Triple Screw)

Steel Twin Screw Steamer "Yajima Maru"

Rig

2 masts

Schooner

TONNAGE under

Tonnage Deck

Do. between Tonnage Dk. and 3rd and 4th Dk.

Total under Upper Dk. *6446.53*

Do. of Poop

109.41

Do. of R.Q.Dk.

Do. of Bridge House

330.62

Do. of Forecastle

66.93

Do. of Houses on Dk.

220.54

Do. of excess of Hatchways

49.70

Do. above Crown of

71.95

Engine Room

4295.71

Gross Tonnage

359.31

Less Crew Space

2334.63

Less above Crown of

114.48

Engine Room

2334.63

Less Navigation Spaces

114.48

Register Tonnage

4487.29

as cut on Beam

CLASS + 100 A1

FEET.

Master

S. Nagasuye

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

1916

Launched *7 Feb. 1916*

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

Destined Voyage

Europe

If Surveyed while Building, Afloat, or in Dry Dock *Building.*

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	No. of Tiers of Beams
<i>445</i>	<i>0</i>		<i>58</i>	<i>0</i>		<i>31</i>	<i>4 1/2</i>		<i>2</i>	<i>2</i>

Moulded depth, ft. *42* ins. *0* To Bridge Dk. Round of Upper Dk. Beam, Actual *14 1/2* ins.
Moulded depth, ft. *34* ins. *0* To Upper Dk.

FRAMING.	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.	PILLARS.	Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.	Inches per Rule Or as Approv.
TE, Angles, or L Bars amidships	<i>12</i>	<i>3 1/2</i>	<i>66</i>	<i>12</i>	<i>3 1/2</i>	<i>66</i>	PILLARS, In 'tween Deck, size and spacing	<i>3 3/8</i>	<i>42</i>	<i>3 3/8</i>	<i>42</i>	<i>3 3/8</i>	<i>42</i>
in peaks	<i>17</i>	<i>3 1/2</i>	<i>40</i>	<i>17</i>	<i>3 1/2</i>	<i>40</i>	" " Hold	<i>2 1/8</i>	<i>54</i>	<i>2 1/8</i>	<i>54</i>	<i>2 1/8</i>	<i>54</i>
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	" Quarter 'tween Dks.,	<i>4 3/4</i>	<i>54</i>	<i>4 3/4</i>	<i>54</i>	<i>4 3/4</i>	<i>54</i>
" " at intermdt. Bkts.	<i>8</i>	<i>3 1/2</i>	<i>48</i>	<i>8</i>	<i>3 1/2</i>	<i>48</i>	" " in Hold	<i>4 1/2</i>	<i>4 3/2</i>	<i>4 1/2</i>	<i>4 3/2</i>	<i>4 1/2</i>	<i>4 3/2</i>
g of Frames from centre to centre amidships	<i>36</i>			<i>36</i>			KEELSONS & STRINGERS.						
" " from 1/2 length to Collision bulkhead	<i>27</i>			<i>27</i>			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercostal Plate						
" " in peaks	<i>24</i>			<i>24</i>			" Rider Plate						
ERSED FRAME, Angles	<i>3 1/2</i>	<i>3</i>	<i>40</i>	<i>3 1/2</i>	<i>3</i>	<i>40</i>	" Flat Plate Keel Angles						
in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	" Horizontal Plates on Floors						
" " at intermdt. Bkts.	<i>8</i>	<i>3 1/2</i>	<i>44</i>	<i>8</i>	<i>3 1/2</i>	<i>44</i>	" Angles or Bulb Angles						
ING, depth of girder							SIDE KEELSONS, Number						
ORS, depth and thickness of Floor Plate 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							" Intercostal 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						
ORS in Cell, Double Bottoms	<i>42</i>	<i>38</i>		<i>42</i>	<i>38</i>		" Intercostal Plate for length						
state if flanged (top & bottom)	<i>No.</i>						" Attached to outside Plating with Angle						
Spacing of Solid floors	<i>42</i>	<i>36</i>		<i>42</i>	<i>36</i>		SIDE STRINGERS, Number	<i>Two</i>	<i>3 1/2</i>	<i>62</i>	<i>7</i>	<i>3 1/2</i>	<i>62</i>
RE GIRDER, in Dbl. bottom, dpth. & thcknss.	<i>46</i>	<i>56</i>	<i>46</i>	<i>46</i>	<i>56</i>	<i>46</i>	" Angle	<i>7</i>	<i>3 1/2</i>	<i>62</i>	<i>7</i>	<i>3 1/2</i>	<i>62</i>
" Angles, Top	<i>5</i>	<i>5</i>	<i>60</i>	<i>5</i>	<i>5</i>	<i>60</i>	" Intercostal Plate, for length						
" " Bottom	<i>5</i>	<i>5</i>	<i>60</i>	<i>5</i>	<i>5</i>	<i>60</i>	" Attached to outside plating with Angle	<i>Flanged.</i>			<i>Flanged.</i>		
" " to Floors	<i>6</i>	<i>6</i>	<i>50</i>	<i>6</i>	<i>6</i>	<i>50</i>	Upper Deck Stringer Plate, br'dth & thickness	<i>66</i>	<i>37</i>	<i>70</i>	<i>66</i>	<i>37</i>	<i>70</i>
Brackets at intermdt. frmng., wdth & thcknss	<i>39</i>	<i>42</i>	<i>38</i>	<i>39</i>	<i>42</i>	<i>38</i>	" " " " (clear of Bridge)	<i>66</i>	<i>50</i>	<i>66</i>	<i>50</i>		
GIRDERS, number on each side & thickness	<i>Two</i>	<i>42</i>	<i>38</i>	<i>Two</i>	<i>42</i>	<i>38</i>	" " " " (br'dth & thickness in way of Bridge)	<i>5</i>	<i>5</i>	<i>72</i>	<i>5</i>	<i>5</i>	<i>72</i>
" state if flanged (top and bottom)	<i>Top (not used)</i>			<i>Top (not used)</i>			" " " " Angle (clear of Bridge)	<i>5</i>	<i>5</i>	<i>72</i>	<i>5</i>	<i>5</i>	<i>72</i>
" Angles (top and bottom)	<i>5 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>5 1/2</i>	<i>3 1/2</i>	<i>44</i>	" " Tie Plate at sides of Hatchways	<i>54</i>	<i>40</i>	<i>54</i>	<i>40</i>		
" " to Floors	<i>3</i>	<i>3</i>	<i>42</i>	<i>3</i>	<i>3</i>	<i>42</i>	" Deck, * Steel, for whole lng.	<i>48</i>	<i>36</i>	<i>48</i>	<i>36</i>		
IN PLATE, depth (exclusive of flange) and thickness	<i>38</i>		<i>54</i>	<i>38</i>		<i>54</i>	" " Thickness (clear of Bridge)	<i>44</i>	<i>40</i>	<i>44</i>	<i>40</i>		
" Angle to Outside Plating	<i>4</i>	<i>4</i>	<i>50</i>	<i>4</i>	<i>4</i>	<i>50</i>	" " (in way of Bridge)	<i>44</i>	<i>40</i>	<i>44</i>	<i>40</i>		
" " Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	" Wood Deck, Material & thickness	<i>49</i>	<i>37</i>	<i>50</i>	<i>49</i>	<i>37</i>	<i>50</i>
Brackets at intermdt. frmng., wdth & thcknss	<i>39</i>		<i>42</i>	<i>39</i>		<i>42</i>	" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>	<i>44</i>	<i>4</i>	<i>4</i>	<i>44</i>
Height of Outside Brackets above at bilge	<i>50</i>			<i>50</i>			" Tie Plates outside Hatchways						
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>46</i>	<i>54</i>	<i>44</i>	<i>46</i>	<i>54</i>	<i>44</i>	" Deck, * Steel, for whole lng.	<i>40</i>	<i>36</i>	<i>40</i>	<i>36</i>		
" " in Engine and Boiler space	<i>5</i>	<i>56</i>	<i>8</i>	<i>5</i>	<i>56</i>	<i>8</i>	" Wood Deck, Material & thickness	<i>37</i>	<i>44</i>	<i>37</i>	<i>44</i>		
" " Remainder in Holds	<i>48</i>	<i>42</i>		<i>48</i>	<i>42</i>		" Angles on ditto, No. <i>2</i>	<i>4</i>	<i>4</i>	<i>44</i>	<i>4</i>	<i>4</i>	<i>44</i>
S, Upper Deck, Angle, Bulb Angle, Plate, or Channel	<i>8 1/2</i>	<i>3</i>	<i>42</i>	<i>8 1/2</i>	<i>3</i>	<i>42</i>	" Tie Plates, outside Hatchways						
" " " " " " " "	<i>7 1/2</i>	<i>3</i>	<i>42</i>	<i>7 1/2</i>	<i>3</i>	<i>42</i>	" Deck, * Material and thickness	<i>30</i>		<i>30</i>			
" " " " " " " "	<i>36</i>	<i>27</i>	<i>24</i>	<i>36</i>	<i>27</i>	<i>24</i>	Fourth and Fifth Deck Stringer Plate, breadth & thickness						
" " " " " " " "	<i>9</i>	<i>3 1/2</i>	<i>42</i>	<i>9</i>	<i>3 1/2</i>	<i>42</i>	" " Angles on ditto, No.						
" " " " " " " "	<i>8 1/2</i>	<i>3</i>	<i>46</i>	<i>8 1/2</i>	<i>3</i>	<i>46</i>	" " Tie Plates outside Hatchways						
" " " " " " " "	<i>4 1/2</i>	<i>3</i>	<i>42</i>	<i>4 1/2</i>	<i>3</i>	<i>42</i>	" " Deck, Material & thickness	<i>37</i>	<i>36</i>	<i>37</i>	<i>36</i>		
" " " " " " " "	<i>24</i>			<i>24</i>			" " Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>
" " " " " " " "	<i>8</i>	<i>3</i>	<i>42</i>	<i>8</i>	<i>3</i>	<i>42</i>	" " Tie Plates	<i>30</i>		<i>30</i>			
" " " " " " " "	<i>9</i>	<i>3 1/2</i>	<i>50</i>	<i>9</i>	<i>3 1/2</i>	<i>50</i>	" " Deck, Material and thickness	<i>O.P. 2 1/2</i>		<i>O.P. 2 1/2</i>			
" " " " " " " "	<i>36</i>	<i>48</i>		<i>36</i>	<i>48</i>		" " Angles on ditto	<i>5</i>	<i>5</i>	<i>64</i>	<i>5</i>	<i>5</i>	<i>64</i>
" " " " " " " "	<i>8</i>	<i>3</i>	<i>42</i>	<i>8</i>	<i>3</i>	<i>42</i>	" " Tie Plates	<i>46</i>	<i>42</i>	<i>46</i>	<i>42</i>		
" " " " " " " "	<i>9</i>	<i>3 1/2</i>	<i>50</i>	<i>9</i>	<i>3 1/2</i>	<i>50</i>	" " Deck, Material and thickness	<i>O.P. 3</i>		<i>O.P. 3</i>			
" " " " " " " "	<i>36</i>			<i>36</i>			Forecastle Deck Stringer Plate, b'dth & th'kns	<i>37</i>	<i>36</i>	<i>37</i>	<i>36</i>		
" " " " " " " "	<i>9</i>	<i>3</i>	<i>48</i>	<i>9</i>	<i>3</i>	<i>48</i>	" " Angles on ditto	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>
" " " " " " " "	<i>36</i>			<i>36</i>			" " Tie Plates	<i>30</i>		<i>30</i>			
" " " " " " " "	<i>9</i>	<i>3 1/2</i>	<i>50</i>	<i>9</i>	<i>3 1/2</i>	<i>50</i>	" " Deck, Material and thickness	<i>O.P. 2 1/2</i>		<i>O.P. 2 1/2</i>			
" " " " " " " "	<i>54</i>	<i>48</i>		<i>54</i>	<i>48</i>								

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

[illegible]

EQUIPMENT No. 40940				ANCHORS.				TONNAGE U.D.K. OR PLATING NO. FOR TOWLERS									
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.			
19761	1st Bower ...	74	1	14	do	do	do	36	0	0	0	69	-	-	Bayer's Stockless	W.L. Bayer & Co.	Sunderland 14/10/15 L.H.
19762	2nd " ...	74	2	14	do	do	do	36	5	0	0	69	-	-	do do	do	do 13/10/15 L.H.
19763	3rd " ...	73	3	0	do	do	do	55	15	0	0	69	-	-	do do	do	do " " L.H.
	Collective weight.	222	3	0								209	-	-			
18444	Stream	21	1	10	5	1	6	21	18	0	14	20	2	-	Ordin. Iron Ings	R. Sykes & Son Ltd.	Bradley Heath 12/3/15 S.C.P.
20658	Kedge	9	0	0	2	1	4	11	2	2	0	9	-	-	" " "	do	do 16/11/15 A.H.Y.

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE Supplied.		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 and Size per Table 31.					
	Fathoms.	Inches.		Cwts.	qrs.						lbs.	Fathoms.		Inches.	Tons.	Fathoms.	Inches.		
17421	300	2 3/8	101 1/2	142 1/2	844	1-14 1/2	No. 300	2 3/8	Stud Link Sykes & Son Ltd.	Cardiff 15 Nov. 15	Towline.	130	5 1/2	88	130	5 1/2			
											Hawsers & Warps	100	3 1/2	22	200	8			
												100	3 1/4	22	200	8			
												100	2 3/4	15.5					
												100	2 3/4	15.5					

Boats 4 Life 26'3"x8'-3"x4"; Cutter 21'0"x16'-0"x2'-3". Steering Gear, Steam Hastie & Co. Steering Gear, Hand by Builders
Pumps, Number 3 Down 3' suction 2' discharge. Diameter of Barrel 5 1/2" State whether they are in efficient working order Yes
Windlass is by Emerson Walker & Thompson Bros H. Gateshead Capstan Drums on Windlass.
Engine Room Skylights.—How constructed? Plates & angles What arrangements for deadlights in bad weather? Bull's eyes in steel hinged covers
Coal Bunker Openings.—How constructed? Plate angle coverings How are lids secured? 2 1/2" hatch boards Height above deck? 2'-3"
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scup 3 a side for 4'3" a side aft. F.P.s. 3'-6"x2'-3" 3 a side for 4'3" a side aft.
Ceiling in Holds, thickness and material 2 1/2" Sugir Cargo Battens, thickness and material 6"x2" Sugir wood.
Cargo Hatchways.—How formed? Plates & angles to Rule Hatches, If strong and efficient? Yes
State size No. 1 Hatch (Forward) 18'-0"x18'-0" No. 2 Hatch 31'-6"x20'-6" No. 3 Hatch 15'-0"x18'-0" No. 4 Hatch 15'-0"x16'-0" Br. Dr.
Nos. 3+4 2 webs. Nos. 5 1 web. No fore & after. No. of Breasthooks Two 4 dks. No. of Crutches - No 7, 21'0"x18'-0"
Bulwarks, height above deck and description 4'-3" of 26 plate. 6x36 Main Rail, material and size 6x3x38
The foregoing is a correct description. Surveyor's Signature Arthur L Jones
Builder's Signature J O La Kane 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 1/6/15. M 12/8/15. M 19/10/15 S.S. Authorization 1/12/15 M 5/4/16

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? 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 & the workmanship has been found good.
As two more vessels are under construction to the same plans the approved plans are retained & copies are forwarded under separate cover.
A freeboard report & verification form are enclosed.

Sister vessels are the "Yozohashi Yama" & "Tokuyama Maru" Rob Rpts Nos 1634 & 1640
Wireless telegraphy is 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 £EN : 50.00	Fees applied for, 29 Apr. 1916	Certificate to be sent to Note	Date of issue 7/6/16.
Special Survey Fee.... £ 3112.00	Received by me, 30 Apr. 1916		
Travelling Expenses, if any £ 30.00	yes		
Cablegrams London 12/12 Rotterdam 48.00	yes		
State whether the vessel has been built under Special Survey			
I am of opinion this Vessel should be Classed +100 A1.			
With, or without Freeboard, as condition of Class Without			

Committee's Minute FRI. 7-JUL. 1916
Character assigned 100 A1

Lloyd's Adm. P.
Wm. Roberts

2mb. 4.16
F.D.

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GENERAL REMARKS—(continued).

WE
WEB-FRAMES.
" " No. of
WEB-FRAMES.
" " No. of
WEB-FRAMES.
" " No. of
BRACKET PLATE
Web Frames.

BULKHEAD

W.T.BULKHEAD

COLLISION
PARTITION
LONGITUDINAL

Are the outside
Are the inside

STRAKE

FLAT PLATE KEEL
(If Bar Keel, state
GARBOARD OR

State actual
thickness in
way of Double
Bottom.

Cherstrak

THICKNESS OF
CLEAR OF LO
DO. OF ST
BLG. of Fla
" Sh
Length and
POOP SIDES
PORT BR
FORECASTLE

Upper
rigger

Second
rigger

AMES
VERS

VER

tsprit

mast

ging

ls.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34.9 ft., R.Q.D. ✓ ft., Bridge 138 ft., Forecastle 37.1
(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

Official No. 18483; Signal Letters MTVR

How are the surfaces preserved from oxidation? Inside Cement & paint State if Machinery is fitted aft No.

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.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>129</u>	<u>435</u>	Fore peak tank,		
Double bottom, under Engines and Boilers,	<u>60</u>	<u>120</u>	After peak tank,		<u>55.28</u>
Double bottom, if under Engines <u>only</u> , <u>24 ft</u>			Deep tank, aft,		<u>60.23</u>
Double bottom, if under Boilers <u>only</u> , <u>36 " by Tank (80T)</u>			Deep tank, forward,	<u>42</u>	<u>1311.52</u>
Double bottom, forward,	<u>186</u>	<u>636.5</u>	Other tanks, if fitted,		
	Total capacity of double bottom	<u>1191.5</u>	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 375

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

Order for Special Survey No.

Date 7th Dec 1915

No. 380 in builder's yard.

DATES OF SURVEYS
held while building

3rd 5th Aug. 3rd 13. 15. 18. 20. 23rd Sept. 4. 7. 8. 12. 15. 16. 21st 28th Oct.
2nd 22nd Nov. 4th 8th 10th 11th 14th 20th 27th Dec. 1915.
8th 17th 31st Jan. 2nd 5th 7th 13th 16th 19th 23rd Feb. 2nd 8th 13th March.
1st 8th 19th 27th April 1916

Surveyor's Signature

Arthur L. Jones

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Total No. of Visits

Lloyd's Register
Foundation