

STEEL STEAMER ~~OR MOTORSHIP~~

Received at London Office.....

State if Report has been sent on the Freeboard of the Vessel. ☒State if Report is sent on the Machinery of the Vessel. ☒

Date of completion of report

7th NOVEMBER 1928

Port of

YOKOHAMA

No.

4237

Survey held at

YOKOHAMA

Date First Survey

16th MARCH 1928

Last Survey

29-10-

1928

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

SINGLE SCREW STEAMER "HAGURO MARU"

State Type

(Full Scantling, Complete Superstructure with or without Tonnage Openings)

FULL SCANTLING

State Type of Erections

POOP BR. & FCL

TONNAGE under Tonnage Deck...)

3070.57

CLASS + 100 A.I.

State if with freeboard as condition of Class

FEET.

Built at

YOKOHAMA

Launched

12th SEP. 1928

Yard No. 171

Builders

YOKOHAMA DOCK CO.

Owners

ITAYA SHOSSEN KABUSHIKI KAISHA.

Managers

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

Residence

NIGATE KEN JAPAN.

Port of Registry

FUCHU

If surveyed while building, afloat, or in dry dock

WHILE BUILDING

REGISTERED DIMENSIONS.

FEET.

340

49

25.75

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L 340

Breadth (greatest moulded)

B 49

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D 25.9

1st Longitudinal Number (L x D)

= 8755

2nd Numeral L x (B + D)

= 25415

Framing Depth "d," at middle of length. See Sec. 3 (1d)

22.75

Proportions—Depth to Length—Uppermost continuous deck to top of keel

13.20

Do. Long Bridge to top of keel

10.30

Draught Moulded

21.48

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
S, Spacing amidships	30"		Bracket Floors, Frame	9" 3 1/2" x 4 1/2"	
" from 1/2 length to Collision bulkhead	27"		" " Reversed Frame	9" 3 1/2" x 3 1/2"	
" in peaks	24"		" " Vertical Struts	9" 3 1/2" x 3 1/2"	
FRAMING.			Centre Girder, depth and thickness amidships	39" x 48"	
Amidships, Angle, E or F	11" 3 1/2" x 58"		" " top Angles	DOUBLE 3" 3" x 4 1/2"	
" Extends up to	UPPER DECK 2 1/2" x 8 D.K.		" " bottom Angles	DOUBLE 3 1/2" 3 1/2" x 5 1/2"	
Side Frame Amidships, Angle			Side Girders, No. each side and thickness	ONE 36"	
" Extends up to			Margin Plate depth (excl. of flange) and thickness	32" x 46"	
of Framing Girder	11"		" " Vertical Angle to Tank side Bracket abaft 1/4 len. from stem	3 1/2" 3 1/2" x 3 1/2"	
Spaces in Uppermost Continuous 'tween Decks, Angle, E or F			" " Vertical Angle to Tank side Bracket forward 1/4 len. from stem	3 1/2" 3 1/2" x 3 1/2"	
" Second 'tween Decks, Angle, E or F			" " Gussets, spacing and scantling abaft 1/4 len. from stem	4" 4" x 5"	SPACED AS PER MIDSHIP SECTION
" Third " " "			" " Gussets, spacing and scantling forward 1/4 len. from stem	4" 4" x 5"	
Spacing in Peaks, Angle, E or F	7" 3" x 3 1/2" IN FORE PEAK. 5" 3" x 3 1/2" ANGLE WITH REV. 3" 3" x 3 1/2" (5 1/2" GIRDER) AFT PEAK.		Tank Side Brackets, height above base line at toe of Frame and thickness	61"	
Ter and Spacing of Rivets through Frame and Shell Plating amidships			INNER BOTTOM PLATING.		
Frame Joggled	YES		Breadth and thickness of Middle Line Strake	48" x 46"	
ARRANGEMENTS (Sec. 7), state system and particulars	WEB FRG. PAINTING STRINGERS & BEAMS		Thickness of remainder in Holds	42"	
THENING OF BOTTOM FOR D. State Particulars	BOTTOM STRAKES A.B.C. MAINTAIN 1/2" THICKNESS TO COLLISION BULK		Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	YES.	
BOTTOM.			BEAMS.		
Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Angle, E or F	7" 3 1/2" x 3 1/2" x 36"	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Angle, E or F	7" 3" x 3" x 42"	
Line Keelson, on Floors, Angles, E or F			Spacing	EVERY FRAME.	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Angle, E or F	7" 3" x 4"	
" " Foundation Plate on Floors			Spacing	EVERY FRAME.	
" " Flat Plate Keel Angles			Third Deck, amidships, Angle, E or F		
Side Keelsons, No. each side			Spacing		
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, E or F		
" " Angles			Spacing		
DOUBLE BOTTOM.			Poop Deck, Angle, E or F	8" 3" x 36"	
Solid Floors, thickness and spacing	38" EVERY 3" FRAME		Spacing	EVERY FR.	
" " Are Frame and Reversed Frame joggled?	FRG. JOGGLED.		Bridge Deck, Angle, E or F	7" 3" x 42"	
Bracket Floors, breadth and thickness at middle line	30" x 38"		Spacing	EVERY FRAME.	
" " breadth and thickness at margin plate	39" AT TANK TOP x 38"		Forecastle Deck, Angle, E or F	7" 3" x 34"	
			Spacing	EVERY FRAME	

PILLARS AND DECKS.			
	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.	
PILLARS, No. of Rows.....	WIDE SPACED		
.. in 'tween Decks, Size and Spacing.....	PILLARS		
.. " " " " " " ..	GIRDERS AS PER		
.. in Holds " " " " " " ..	APPROVED PLANS.		
Centre Line Bulkhead.			
Stiffeners and Spacing.....	✓		
Plating, thickness of	✓		
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness in Wells.....	51" x 7		
.. " " " " " " " " in way of Bridge.....	INCREASED TO 1'06 AT BRIDGE ENDS 45" x 36		
.. Angle in Wells	6" x 6" x 7		
Thickness of Plating abreast Deck openings in way of Wells56		
Thickness of Plating abreast Deck openings in way of Bridge32		
Thickness of Plating within line of openings...	.38 to .32		
If Sheathed, material and thickness	NO SHEATHING		
Second Deck.			
Stringer Plate, breadth and thickness in Wells...	✓		
Stringer Plate, breadth and thickness in way of Bridge			
Thickness of Plating abreast Deck openings in way of Wells			
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings...			
If Sheathed, material and thickness			
Third Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness.....	✓		
Fourth Deck.			
Stringer Plate, breadth and thickness.....	✓		
If Plated, state thickness	✓		
Poop Deck.			
Stringer Plate, breadth and thickness	32" x 34		
Plating, Sheathing, material and thickness34 x .30		
Bridge Deck.			
Stringer Plate, breadth and thickness.....	51" x 44		
Plating, Sheathing, material and thickness40 x .32		
Forecastle Deck.			
Stringer Plate, breadth and thickness	32" x 32		
Plating, Sheathing, material and thickness32		

SCANTLINGS.					RIVETING.							
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES. State if joggled? <i>NO</i>			BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		SINGLE OR DOUBLE.	RIVETS.		No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.			Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.		Inches.	Inches.		Inches.	Inches.		
FLAT PLATE KEEL	<i>47</i>	<i>.68</i>	<i>.62</i>	<i>.62</i>	<i>✓</i>	<i>DOUBLE</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 R. to 3 R.</i>	<i>7/8</i>	<i>3 1/2</i>	<i>LAPPED</i>
„ DBLG. (if any)	<i>✓</i>											
BOTTOM PLATING, No. of of Strakes <i>FOUR.</i>	<i>68</i>	<i>.58</i>	<i>.48</i>	<i>.44</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
BILGE PLATING, No. of Strakes <i>ONE.</i>	<i>64</i>	<i>.58</i>	<i>.48</i>	<i>.44</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
SIDE PLATING, No. of Strakes <i>3.</i>	<i>63</i>	<i>.58</i>	<i>.46</i>	<i>.42</i>	<i>✓</i>	<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R. to 2 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
UPPER DECK, Sheer- strake in Wells.....	<i>49</i>	<i>.80</i>	<i>.42</i>	<i>.42</i>	<i>✓</i>	<i>"</i>	<i>1</i>	<i>4</i>	<i>4 R. to 2 R.</i>	<i>1</i>	<i>4</i>	<i>"</i>
UPPER DECK, Sheer- strake in Bridge ...	<i>49</i>	<i>.58</i>				<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Wells.....	<i>49</i>	<i>.68</i>	<i>.42</i>	<i>.42</i>		<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>4 R. to 2 R.</i>	<i>7/8</i>	<i>3 1/2</i>	<i>"</i>
STRAKE BELOW Sheer- strake in Bridge ...	<i>49</i>	<i>.58</i>				<i>"</i>	<i>7/8</i>	<i>3 1/2</i>	<i>3 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
POOP SIDE PLATING		<i>.36</i>					<i>3/4</i>	<i>3</i>	<i>1 R.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>
BRIDGE SIDE PLATING ...		<i>.53</i>					<i>7/8</i>	<i>3 1/2</i>	<i>3 R.</i>	<i>7/8</i>	<i>3 1/8</i>	<i>"</i>
FOREC'TLE SIDE PLATING		<i>.40</i>					<i>3/4</i>	<i>3</i>	<i>1 R.</i>	<i>3/4</i>	<i>2 5/8</i>	<i>"</i>

Total No. of W.T. BULKHEADS in Vessel—		FIVE				
Extending to Upper Deck (Sec. 3 c)		✓				
,, Deck next below		FIVE.				
As per Rule		6				
		Plating Thickness.	STIFFENERS.			
			VERTICAL.		HORIZONTAL	
			Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKH'D, Upper tween decks		✓				
”	” Second ”	✓				
”	” Third ”	✓				
”	” Holds	✓	4470-26	11-3 1/2	56 B.A.	30 1/2 1/2
COLLISION	” (in Hold) (X)	✓	3670-26	7-3	34 B.A.	24 ”
AFTER PEAK	” ”	✓	3270-3	8-3	46 B.A.	24 ”

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	✓	FLAT PLATE.		
STEM		ROLLED STEEL $8\frac{1}{2} \times 2\frac{3}{8}$		
STERN FRAME {	Propeller Post ✓	CAST STEEL $9\frac{3}{4} \times 6\frac{1}{2}$	KOBE S.W.	
	Rudder " ✓	D° $8\frac{3}{4} \times 6\frac{1}{2}$		
RUDDER—A × D.		33.4.80		
Speed of Vessel		11 KNOTS.		
RUDDER mainpiece at head ...	F.S. ✓	9" DIA.	KOBE S.W.	
" " heel ...	F.S. ✓	6 $\frac{3}{4}$ " DIA.		
" how constructed		C.S. ARMS KEYED TO MAIN PIECE.		
" double or single plate		SINGLE	1.04	
" coupling, vertical or horizontal		VERTICAL.		

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) OPEN HEARTH.
CONSETT IRON CO. L^d SOUTH DURHAM STEEL & IRON CO. L^d
DAVID COLVILLE & SONS L^d
 Has the Steel been tested as required by the Rules? YES.

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List the Plans should be embodied.)

All double bottom tanks, fore and after peak
tanks tested to Rule Requirements & found
satisfactory. All weather decks, watertight-
bulkheads, and bridge front bulkhead were
hoisted & found satisfactory.
The vessel was constructed as per approved plan.
The workmanship and materials are good.
The working section of vessel as built is enclosed
herewith. Copies of the anchor & chain certificates
and forging and fastening certificates enclosed
herewith.

Particulars of Drop Test of Cast Steel Anchors, viz. :— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	33 cwt's 2 qrs 14 lbs.	J.C.	Nº 21.	11-7-28
	2nd "	33 cwt's 1 qr. 25 lbs.	J.C.	Nº 22	11-7-28
	3rd "	26 cwt's 1 qr. 0 lbs.	J.C.	Nº 23	11-7-28

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 31.75 ft., R.Q.D. ☒ ft., Bridge 112 ft., Forecastle 35
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ☒

No. and Material of Decks (*this information is to be given as it should appear in the Register Book*) 1 DE. 574.

Official No. 33611 ; Signal Letters T. Q. W. F. Is bottom of Vessel coated with cement YES. if not

particulars of composition _____

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	95	203	Fore peak tank,	18-75	6
Double bottom, under Engines and Boilers,	-	-	After peak tank,	21-75	14
Double bottom, if under Engines only,	25	90	Deep tank, aft,		
Double bottom, if under Boilers only,	20	72	Deep tank, forward,		
Double bottom, forward,	147	383	Other tanks, if fitted,		
	Total capacity of double bottom	748	(If necessary, furnish further information by sketch.)		

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

Order for Special Survey No.

Date 8th FEB. 1928.

Dates of Surveys held while building

Total No. of Visits