

~~Awning or Shelter Deck,~~  
~~or Pt. Awning Deck~~

STEEL STEAMER.

31990, Sup  
No. 1259 DEC 1919

State if Report is also sent on the Machinery of the Vessel *Yes*  
Port of *Nagasaki* Date of completion of Report *23<sup>rd</sup> Oct. 1919* Received at London Office *FR 15-DEC 1919*  
Survey held at *Nagasaki* Date, First Survey *2<sup>nd</sup> Apr.* Last Survey *1<sup>st</sup> Oct. 1919*  
On the (State if Single, Twin, or Triple Screw) *Single screw Steamer "Delagata Maru"* Rig *Schooner.*  
TONNAGE under Tonnage Deck... *6700.22* CLASS *+100 A-1 Sh. 8k with fuel tank* Master *B. Saito*  
Do. between Tonnage Dk. and 3rd, 4th, or Awning Dk. *✓* Breadth (greatest moulded) *56.0* Year of Appointment *5*  
Total under Tonnage Dk. *6700.22* Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *38.5*  
Do. of Poop *✓* Deduct height of 'tween deck when this does not exceed 8ft. *30.5* Built at *Nagasaki, Japan.*  
Do. of R. Qr. Dk. *✓* Transverse Number *86.5* When built *1919* Launched *10<sup>th</sup> Sept. '19*  
Do. of Bridge House *✓* Length on deck from fore part of stem to after part of sternpost *420.0* By whom built *Mitsubishi Yusen Kaisha*  
Do. of excess of Hatchways *✓* Longitudinal Number *36330* Owners *Nippon Yusen Kaisha, Ltd.*  
Do. above Crown of Engine Room *✓* Depth "d" at middle of length. See Secs. 2 & 13... *24.83* Managers  
Gross Tonnage *7138.33* Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.91* (Where necessary to be entered in Reg. Book.)  
of *✓* " " " Upper Deck at side to top of keel *14.74* Residence *Tokio.*  
ES... *6757.08* Destined Voyage *Hamburg* Port belonging to *Tokio.*  
Spaces *2284.24* If Surveyed while Building, Afloat, or in Dry Dock *while building.*  
Age *4366.68*

No.	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid
1	420	0	Moulded	56	0	Do.	do.	26	0	2
2	420	0	Shelter Dk.	38.5	0	Upper Deck Beams	do.	26	0	2
3	420	0	Upper Deck	28.5	0	Moulded depth, ft. 38 ins. 6	To Awn. or Shelter Dk.	26	0	14
4	420	0	Round up of Uppermost Dk. Beam, Actual	14	0					

FRAMING.						PILLARS.					
Inches in Ship.						Inches in Ship.					
Bars, amidships	9	3 1/2	52	9	3 1/2	PILLARS, In 'tween Deck, size and spacing					
Bulk angles	8	3 1/2	50	8	3 1/2	" " Hold					
of Double Bottoms at Solid Floors	3 1/2	3 1/2	42	3 1/2	3 1/2	" Quarter, 'tween Dks.,					
" at intermdt. Bkts.	8	3 1/2	54	8	3 1/2	" in Hold					
times from centre to centre amidships	30			30		KEELSONS AND STRINGERS.					
" " " from 3/4	24			24		CENTRE LINE KEELSON, Vertical Plate above					
h to collision bulkhead	24			24		floors, Through Plate, or Intercoastal Plate					
mes from centre to centre in peaks	56	6	50	5	5	" Rider Plate					
FRAME, Angles	56	6	50	5	5	" Flat Keel Plate Angles					
of Double bottoms at Solid Floors	8	3 1/2	50	8	3 1/2	" Horizontal Plates on Floors					
" at intermdt. Bkts.	8	3 1/2	50	8	3 1/2	" Angles or Bulb Angles					
depth of girder	10			9 1/2		SIDE KEELSONS, Number					
th and thickness of Floor Plate						" Angles or Bulb Angles					
d-line for 3/4 length amidships						" Plate above floors, for					
of Engine and Boiler spaces						" Intercoastal Plate, for					
less at the ends of vessel						" Attached to outside plating with Angle					
at 3/4 the half-bdth. as per Rule						BILGE KEELSON, Angles					
t extended at the Bilges						" Intercoastal Plate, for					
Cell Double Bottoms	44	3 1/2	44	40		" Attached to outside plating with Angle					
te if flanged (top and bottom)	Flanged at top			Flanged at top		SIDE STRINGERS, Number					
acing of Solid	alternate frames					" Angle					
RIDER, in Dbl. bottom, dpth. & thknss	44	66	7 1/2	44	52	" Intercoastal Plate, for					
" Angles, Top	5	5	9 1/2	5	5	" Attached to outside plating with Angle					
" Bottom	5	5	9 1/2	5	5						
" to Floors	5	5	60	5	5						
ackets at intermdt. frmg., wdth & thknss	2'-6" X			2'-6" X							
ERS, number and thickness	Two X			Two X							
state if flanged (top & bottom)	Flanged at top										
gles. at bottom (single)	3 1/2	3 1/2	42	3 1/2	3 1/2						
LATE, depth (exclusive of flange)	34			34							
and thickness	4	4	50	4	4						
gles to outside plating	3 1/2	3 1/2	44	3 1/2	3 1/2						
" to floors	2'-6" X			2'-6" X							
ackets at intermdt. frmg., wdth & thknss	46			46							
eight of Brackets above at bilge	44	66	7 1/2	44	52						
TTOM PLATING, breadth and											
knss of Middle Line Strake											
thickness in Engine and Boiler space											
" Remainder in Holds	42	7 1/2	3 1/2	42	36						
Shlter Dk, Single Angle,	8	3 1/2	50	8	3 1/2						
b Angle, Plate, Tee Bulb or Channel											
per Deck, Single Angle, Bulb Angle,	every frame										
to, Tee Bulb or Channel	9	3 1/2	52	9	3 1/2						
ond, Third & Fourth Deck, Single	every frame										
Bulb Angle, Plate, Tee Bulb or Channel											
on upper edge											
BEAMS, 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,	8	3 1/2	50	8	3 1/2						
Plate, Tee Bulb or Channel											
" Angles on upper edge											
" Spacing	every frame										



WEB FRAMES.
WEB-FRAMES, In Fore Body, No. and spacing
No. of Side Stringers
WEB-FRAMES, In E. & B. Space, No. & spacing
No. of Side Stringers
WEB-FRAMES, In After Body, No. and spacing
No. of Side Stringers
BRACKET PLATES to Stringers between
Web Frames, depth and thickness

FORGINGS or CASTINGS.
KEEL, Bar, depth and thickness
STEM, moulding and thickness
STERN-POST for Rudder do. do.
for Propeller
RUDDER-A x D Table 22. Speed
Main-Piece, diameter at head
at heel

BULKHEADS.
W.T. BULKHEADS
COLLISION PARTITION
LONGITUDINAL

RUDDER, how constructed
Thickness
Can the Rudder be unshipped afloat?
Manufacturer's name or trade mark of the Iron or Steel
Carnegie Steel Co. U.S.A.
open-leath steel
Has the Steel been tested as required by the Rules?

Are the outside Plates doubled two spaces of Frames in length?
Are the Watertight Doors in efficient working order?

PLATING.
STRAKES.
FLAT PLATE KEEL
A Strake
B
C
D
E
F
G
H
J
K
L
M
N
O
P
Q
R
S
T
U
V
W
THICKNESS OF STRAKE
CLEAR OF LONG BRIDGE
DO. OF STRAKE BELOW
DBLG. of Flat Plate Keel
Sheerstrakes
Length and thickness.
POOP SIDES
SHORT BRIDGE SIDES
FORECASTLE SIDES

RIVETING.
EDGES, Ordinary or jogged?
BUTTS.
Double or Treble and for what Length.
RIVETS.
Diam. Spacing
Double or Treble and for what Length.
RIVETS.
Diam. Spacing
STRAPS.
IF LAPPED.
Breadth. Thickness. Breadth. For what Length.

Shelter Deck
Stringer Plate
Upper Deck
Stringer Plate
Butts, riveted for
Straps, overlapped for

Butts of Side Stringers
Tie Plates
Inner Bottom Plating, riveting of Edges
Centre Girder Butts, riveted
Frames, riveted through Plates with
Rivets, state whether Iron or Steel

FRAMES extend in one length from
REVERSED FRAMES on
State if ordinary or jogged

MASTS, SPARS, &c.
LOWER MASTS
Bowsprit
Topmasts, Yards and Remainder of Spars
Rigging, Material and Size, Shrouds
Sails.
Material. Total Length.
DIAMETER AND THICKNESS.
At Partners. Heel. Hounds. Head.
No. of Plates in round.
ANGLES.
Number. Size.
RIVETING.
Seams. Butts.



EQUIPMENT No. <i>59536875</i> LETTER <i>a7</i> ANCHORS.																	
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQ. 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.			
<i>441</i>	1st Power	<i>65</i>	<i>0</i>	<i>0</i>	<i>Stockless</i>			<i>51</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>64</i>	<i>3</i>	<i>9 3/4</i>	<i>Halls Cast Steel Hk.</i>	<i>Kobe steel works</i>	<i>Kobe 28/5/19 A. Watt.</i>
<i>440</i>	2nd "	<i>64</i>	<i>3</i>	<i>23</i>	"			"	"	"	"	"	"	"	"	"	"
<i>429</i>	3rd "	<i>64</i>	<i>3</i>	<i>13</i>	"			<i>50</i>	<i>14</i>	<i>2</i>	<i>0</i>	"	"	"	"	"	"
	Collective weight											<i>194</i>	<i>2</i>	<i>0</i>			
<i>100</i>	Stream	<i>19</i>	<i>3</i>	<i>10</i>	<i>5</i>	<i>1</i>	<i>25</i>	<i>20</i>	<i>12</i>	<i>3</i>	<i>4</i>	<i>19</i>	<i>0</i>	<i>0</i>	<i>Ordinary Anchor</i>	<i>Osaka Steel Works</i>	<i>Yokohama 19/11/18 J.S. Cairns</i>
<i>102</i>	Kedge	<i>8</i>	<i>2</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>4</i>	<i>10</i>	<i>12</i>	<i>2</i>	<i>0</i>	<i>8</i>	<i>0</i>	<i>0</i>	"	"	"

Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.	1st Bower	<i>36.3.4</i>	<i>A.L.J. + A.W.</i>	<i>729</i>	<i>26.4.19</i>
	2nd "	<i>37.0.21</i>	<i>B.</i>	<i>740</i>	<i>26.4.19</i>
	3rd "	<i>37.0.11</i>	<i>A.</i>	<i>741</i>	<i>24.4.19.</i>

CHAIN CABLES.												HAWSERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate. Status- Break- ing.	WEIGHT OF CHAIN CABLE.		Fathoms 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.	Fathoms and size per Table 31.							
	Length.	Diam.		Supplied.	Per Rule.						Length.	Cir.		Length.	Cir.						
10	211 3/4	2 3/8	101 5/16	142 1/2	624.3-13	420.3-4	2 7/8	S.L.	Beaka chain lks.	Beaka 9/4/19 J. G.	TOWLINE	4.1.0	120	4 1/4	65.50	120	5 1/2				
83	60 3/8	"	"	"	146.2-4	759.31	2 7/8	"	"	" 7/8/19 J. G.	HAWSERS & WARPS	2-90	2 3/4	15.50	2-90	8 1/2					
	17	Cir.			804.1 1/2						" Manila	2-90	7	—	2-90	7					
Stream } eel Wire... }	90	4 1/2	100	50.0		90	5			Tokyo Sika Manila Tokyo 20/8/19 Tokyo met											

Steering Gear, Steam *Steering Gear, Hand*  
 Diameter of Barrel *5 1/2"* State whether they are in efficient working order *Yes.*  
 Capstan  
 What arrangements for deadlights in bad weather? *Screened with butterfly nuts.*  
 Height above deck? *24"*  
 Engine Room Skylights.—How constructed? *Steel plates hinged*  
 How are lids secured? *Iron bands*  
 Bunkers.—How constructed? *Steel Coaming Wood Cover.*  
 Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *3 for 2 1/2 ft each side, 2-3'9"x18" clear each side*  
 Plating in Holds, thickness and material *2 1/2" Beskio Pine*  
 Cargo Hatchways.—How formed? *Steel coamings with web plate beams.*  
 Hatches, If strong and efficient? *Yes*  
 State size No. 1 Hatch (Forward) *29'-3" x 20'* No. 2 Hatch *32'-6" x 20'* No. 3 Hatch *12'-6" x 18'* No. 4 Hatch *12'-6" x 20'*  
 Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Nº1-5, Nº2-6, Nº3-2, Nº4-2, Nº5-5, Nº6-5. Nº5+6 HATCH 27'-6" x 20'-0"*  
 No. of Breasthooks *4* No. of Crutches  
 Main Rail and Stays, material and size *5 1/2" x 3" x 1/32" J.*  
 Surveyor's Signature *R. Crawford.*  
 Builder's Signature (here only) *General Manager*

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case) *M-17 Jan '19.*  
*M-4 Feb. M-19 Feb. M-28 Apr. M-17 July.*

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? *frames joggled* 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.) *The workmanship and materials are good.*  
*This vessel has been built in accordance with the approved plans and in conformity with the Rules for the Class contemplated.*  
*Nº 3 & 4 double bottom tanks are intended for carrying bean oil, & were tested by a head of water 12 feet above H.W.*

Plans of Midship section, Profile & Decks Rudder & Sternframe, & list of Pillars & Girders, are enclosed under separate cover.

Certificates for Sternframe & Rudder are enclosed herewith.

This vessel is a sister vessel of the "Alaska Maru" Rep<sup>t</sup> Nº 1251.

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 ..... £ *Yes 50.00*  
 Special Survey Fee .... £ *n: 3393.65*  
 Travelling Expenses, if any £  
 Fees applied for, *14th Oct. 1919*  
 Received by me, *21st Oct. 1919.*  
 Certificate to be sent to *Nagasaki* Date of issue *12/3/20*  
 State whether the Vessel has been built under Special Survey *Yes*  
 I am of opinion this Vessel should be Classed *+100 A.1 Shelter Deck*  
 With, or without Freeboard, as condition of Class *with freeboard.*  
 Surveyor to Lloyd's Register of Shipping. *R. Crawford.*

Committee's Minute  
 Character assigned *100 T.1. Shelter Dk. with fld.*  
*A & C. P. + L.M.C. 10/19 F.D.*  




