

Disconnected ~~Erections~~.

STEEL STEAMER.

SAT. NOV. 15. 1913
Received at London Office

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

| | | | | | |
|---|---|--|----------------------------|---|---|
| Date of completion of report | 28 th Oct 1913 | Port of | Kobe | No. | 1350 |
| Survey held at | Kobe | Date, First Survey | 13 th July 1912 | Last Survey | 22 nd October 1913 |
| On the | Steel Twin Screw Steamer "Nashima Maru" | Rig | 2 mst. schooner | | |
| TONNAGE under Tonnage Deck. | 8188.91 | CLASS + | 100 A 1 | Master | K. Saji |
| Do. between Tonnage Dk. and 3rd and 4th Dk. | | Breadth (greatest moulded) | 61.00 | Year of appointment | (1) As Master in service of owner of present vessel:—19 (2) As Master of this vessel:—19 |
| Total under Upper Dk. | | Depth, at middle of length from top of keel to top of upper deck beams at side | 36.50 | Built at | Kobe |
| Do. of Poop | 393.24 | Transverse Number | 97.50 | When built | 1913 |
| Do. of R. O. Dk. | 429.05 | Length on deck from fore part of stem to after part of stern post | 490.00 | Launched | 8 th June 1913 |
| Do. of Bridge House | | Longitudinal Number | 47745 | By whom built | Kawasaki Dock Co. Ltd. |
| Do. of Forecastle | 93.47 | Depth "d," at middle of length (See Secs. 2 & 13) | 22.75 | Owners | Aikawa Yusen Kabushiki Kaisha |
| Do. of Houses on Dk. | 1154.01 | Proportions—Depths to Length—Upper Deck Beam at side to top of keel | 13.42 | Managers | d |
| Do. of excess of Hatchways | | " " Long Bridge Deck Beam at side to top of keel | 10.99 | (Where necessary to be entered in Reg. Book.) | |
| Do. above Crown of Engine Room | | Destined Voyage | London | Residence | Tokio |
| Gross Tonnage | 10558.68 | If Surveyed while Building, Afloat, or in Dry Dock | Building | Port belonging to | Tokio |
| Less Crew Space | 633.52 | | | | |
| Less above Crown of Engine Room | | | | | |
| TONNAGE FOR FEES.. | | | | | |
| Less Engine Room | 3348.78 | | | | |
| Less Navigation Spaces | | | | | |
| Register Tonnage as cut on Beam | 6546.38 | | | | |

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In

| PLATING. | | | | | | | | | | RIVETING. | | | | | | | | | | | |
|---|--|--|--|--|---|-----|------------|----|----|---|--------|--------|-------|--------|--|-------|-------|----------|-----------|----|-------|
| AS IN SHIP. | | | | | PER RULE OR AS APPROVED. | | | | | EDGES. | | | | | BUTTS. | | | | | | |
| STRAKES. | | | | | AMIDSHIP. | | | | | Single or Double. | | | | | RIVETS. | | | | | | |
| Breadth. Thickness. Thickness. Thickness. | | | | | Breadth. Thickness. Thickness. Thickness. | | | | | Single or Double. Breadth of Lap. Rivets. | | | | | Double or Treble. Rivets. Straps. If Lapped. | | | | | | |
| FLAT PLATE KEEL (If Bar Keel, state Riveting.) | | | | | 51 | 84 | 84 | 84 | 51 | 84 | Double | 6 | 1 | 28 1/8 | Yreb. | 1 | 3 1/2 | 19 | 84 1/2 | 14 | whole |
| GARBOARD OR A STRAKE | | | | | ✓ | 74 | 52 | 52 | ✓ | 74-52 | " | " | " | " | 2nd | 1 | 4 | " | " | " | " |
| State actual thickness in way of Double Bottom. | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| B | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| C | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| D | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| E | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| F | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| G | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| H | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| J | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| K | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| L | | | | | ✓ | 72 | 50 | 50 | ✓ | 72-50 | " | " | " | " | " | " | " | " | " | " | " |
| M | | | | | ✓ | 82 | " | " | ✓ | 82-50 | " | " | " | " | " | " | " | " | " | " | " |
| Sheerstrake N | | | | | 50 | 120 | 80 | " | 50 | 120-80 | " | 7 1/2 | 1 1/4 | 28 1/8 | Yreb. | 1 1/4 | 4 3/4 | 32 2 1/2 | 78-72 1/2 | " | " |
| O | | | | | ✓ | 74 | 80 | " | ✓ | 74-80 | " | 6 | 1 | 28 1/8 | " | 1 | 4 | 25 | 107-94 | " | " |
| Long Br. Sheer P | | | | | 62 | 82 | " | " | 62 | 82 | " | " | " | " | Yreb. | " | 3 1/2 | 19 | 60-50 | " | " |
| Q | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| R | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| S | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| DOUBLING OF Flat Plate Keel | | | | | ✓ | 74 | for 3/5 L. | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Sheerstrakes | | | | | 20 ft at end bridge | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| Length and thickness. | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| POOP SIDES | | | | | " | " | " | " | 42 | " | 42 | Single | 2 1/2 | 3/4 | 3 | Done | 3/4 | 2 3/8 | " | " | 5 |
| SHORT BRIDGE SIDES | | | | | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " | " |
| FORECASTLE SIDES | | | | | " | " | " | " | 44 | " | 44 | Single | 2 1/2 | 3/4 | 3 | Done | 3/4 | 2 3/8 | " | " | 5 |

* Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should be stated clear of same.

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.: *Worman & Co. Corbett Iron Works.*
Stk. Durham Steel & Iron Co. B. Colville Bros. Carps Steel
Iron Co. Lancashire Steel Co. Palmeri S.B. Co. L.
Steel Co. of Scotland Glasgow Iron & Steel Co.

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

FRAMES extend in one length from *Butt* to *Upper deck* State if ordinary or joggled *Ordinary*

REVERSED FRAMES on floors and frames extend from *(M.E.R.) butt to 2nd deck. AP 4 up. ab.* State if ordinary or joggled *do*

| MASTS, SPARS, &c. | | | | | | | | | | | | | |
|-------------------------------------|--|---|--|---------------|--|-------------------------|--|-------------------------|--|----------|--|-----------|--|
| | | Material. | | Total Length. | | DIAMETER AND THICKNESS. | | No. of Plates in round. | | ANGLES. | | RIVETING. | |
| | | | | | | | | | | | | | |
| LOWER MASTS..... | | Fore | | 139 ft | | 26" x 40 | | 20" x 36 | | 18" x 36 | | 9 x 24 | |
| | | Main | | 144 | | 26" x 40 | | 20" x 36 | | 18" x 36 | | 9 x 24 | |
| | | Mizen | | | | | | | | | | | |
| Bowsprit | | ✓ | | | | | | | | | | | |
| Topmasts, Main and Remains of Spars | | Oregon Pine | | | | | | | | | | | |
| Rigging, Material and Size, Shrouds | | Steel wire 5 1/2. 3 a side | | | | | | | | | | | |
| Sails. | | On Suit of 2 m & aft | | | | | | | | | | | |
| | | Sails, and the following spars 3 1/2 ft. m. & back stays 3" cap. stays. | | | | | | | | | | | |

| EQUIPMENT NO. 51402 LETTER e | | | | | | | | | | 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. | | | | | | | | | | | | | |
| 68804 | | 1st Bower | | 91 0 21 | | 300 lbs | | 64 0 0 0 | | 85 2 - | | Hall's Patent | | H. Hingley & Son | | Netherston 31.1.13 H. Hingley | | | | | | | | | | | | | |
| 68805 | | 2nd " | | 91 0 21 | | " | | 64 0 0 0 | | 79 - | | " | | " | | " | | | | | | | | | | | | | |
| 68806 | | 3rd " | | 91 1 18 | | " | | 64 0 0 0 | | 80 - | | " | | " | | " | | | | | | | | | | | | | |
| 68807 | | 4th " | | 273 3 4 | | " | | 244 2 - | | " | | " | | " | | " | | | | | | | | | | | | | |
| 68808 | | Collective weight | | 273 3 4 | | " | | 244 2 - | | " | | " | | " | | " | | | | | | | | | | | | | |
| 68809 | | Stream | | 25 0 24 | | 6 2 4 | | 24 19 1 14 | | 25 - | | Iron Stock | | " | | 17.1.13 " | | | | | | | | | | | | | |
| 68810 | | Kedge | | 12 0 17 | | 3 0 20 | | 14 1 3 14 | | 12 - | | " | | " | | " | | | | | | | | | | | | | |

| CHAIN CABLES. | | | | | | | | | | HAWERS 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. | |
| 50224 | | 150 2 1/2 | | 11 1/2 | | 496-0-5 494-2-0 | | 150 2 1/2 | | Steel | | H. Hingley & Son | | Netherston 14.1.13 H. Hingley | | TOWLINE | | 120 5 1/2 | | 65 | | 100 2 1/2 | |
| 50226 | | 150 2 1/2 | | 11 1/2 | | 495-1-3 494-2-0 | | 150 2 1/2 | | Wire | | do | | 29.1.13 " | | HAWERS & WARPS | | 180 4 | | 33 | | 100 2 1/2 | |
| Iron (Sinker) Chain or Steel Wire | | 130 6 | | 85 | | 130 6 | | 130 6 | | S.W. | | L. L. Seale | | L. L. Seale H. Hingley | | 2 1/2 40-180 | | 3 1/2 | | 26 | | 100 2 1/2 | |
| | | | | | | | | | | | | | | | | 2 1/2 40-180 | | 5 | | 100 2 1/2 | | | |

Boats *Gen 26' x 8'3" x 3'4".* *Shore 23' x 4' x 3'3".* *On 20' x 5'6" x 2'3".* *Steering Gear, Steam Caldwell & Co.* *Steering Gear, Hand Kawasaki.*

Pumps, Number *Downton to all compartments.* Diameter of Barrel *5 1/2* State whether they are in efficient working order *Yes*

Windlass is *by Napier & Co. Glasgow* *Capstan Continued & 2 separate steam Capstans*

Engine Room Skylights.—How constructed? *Plated & angled above boat deck. Trunkways.*

What arrangements for deadlights in bad weather? *12" glass in hinged solid steel frames.*

Coal Bunker Openings.—How constructed? *Steel casing & handles. How are lids secured? Hatches & bars.* Height above deck? *21" O.D.K. & H. Hingley*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *Scup. 2 a side in by the wells. 6 B.D.K. 2 Corp. 1 Cor. with valves clamped down*

Ceiling in Holds, thickness and material. *2 1/2" Oregon Pine* *Trunkway 14' x 1' x 1' x 3" 4 a side forward. 2 a side aft. 4 a side aft. 3 a side aft. 2 a side aft.*

Cargo Hatchways.—How formed? *Plated (sides 52-50-44 and 42 x 40) & angled to Rule* Hatches, If strong and efficient? *Yes.*

State size No. 1 Hatch (Forward) *20' x 3" x 18'0"* No. 2 Hatch *30' x 10 1/2" x 20'0"* No. 3 Hatch *16' x 7 1/2" x 18'0"* No. 4 Hatch *28' x 6" x 18'0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1. 2 webs x 5 1/2" x 18'0"* *No. 2. 3 webs x 5 1/2" x 18'0"* *No. 3. 1 web x 5 1/2" x 18'0"* *No. 4. 2 webs x 5 1/2" x 18'0"*

No. of Breasthooks *5* & 4 decks No. of Crutches *Deep floor.*

Bulwarks, height above deck and description *4' x 3" 32 steel plates* Main Rail, material and size *Steel 1/4 x 2 1/2 x 6 3/4 x 3 1/2*

The above is a correct description of *Kawasaki Dockyard Co., Ltd.* Surveyor's Signature *Arthur R. Jones*

Builder's Signature (here only) *Per. J. H. Jones* Surveyor to Lloyd's Register of British and Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case)

M 22.11.11 M 27.2.12

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 facing 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 has been found good throughout &**the vessel has been constructed in accordance with the Rules & approved plans.**The plan of rudder & stern frame is altered from that approved the rudder area & dimension of main piece & other parts being increased.**The plans are sent under separate cover.*

The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *96.3* ft., R.Q.D. *✓* ft., Bridge *180.5* ft., Forecastle *13.0* 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) *2 Decks, Steel, upper wood sheathed*

Official No. _____; Signal Letters _____

State if Machinery is fitted aft *No*How are the surfaces preserved from oxidation? Inside *Paint & Cement* 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. | 149.62 | 575.72 | Fore peak tank. | | 154.73 |
| Double bottom, under Engines and Boilers. | 87.87 | 519.57 | After peak tank. | | 35.53 |
| Double bottom, if under Engines only. | | | Deep tank, aft. | | |
| Double bottom, if under Boilers only. | | | Deep tank, forward. | | |
| Double bottom, forward. | 188.50 | 802.11 | Other tanks, if fitted, F.W. Tank above thrust keel | | (60.15) |
| Total capacity of double bottom | 1897.40 | | (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. *✓*Date *23rd July 1912*No. *362* in builder's yard.*13th July 1912 to 22nd October 1913*
Continuous attendance.

Total No. of Visits

The amount of Entry Fee *50⁰⁰* *29.10.1913*

Special Survey Fee *4264⁰⁰* Received by me,

Travelling Expenses, if any \$ Gen: *20⁰⁰* *27.10.1913*

Certificate to be sent to *Home Office*

State whether the Vessel has been built under Special Survey *Yes*

I am of opinion this Vessel should be Classed *+ 100 A1.*

With, or without Freeboard, as condition of Class *Without*

Arthur R. Jones

Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute

Character assigned

NOV. 18. 1913

*100 A1**Lloyd's A & B. P.**+ 100 A1*

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