

WEB FRAMES.						Inches in Ship.		Inches per Rule. Or as Approved.		
WEB-FRAMES, In Fore Body, No. and spacing						THREE 9' x 7' 6"	D:			
" " brdth. & thickness						30" x 46"	D:			
" No of Side Stringers "						THREE	D:			
WEB-FRAMES, In E. & B. Space, No. & spacing						TWO	D:			
" " brdth. & thickness						30" x 46"	D:			
WEB-FRAMES, In After Body, No. and spacing						FOUR 6'-0"	D:			
" " brdth. & thickness						18" x 40"	D:			
" No. of Side Stringers "						NONE	D:			
Size of Face Angles to Web-Frames.....						7-3/4" x 6-1/4" S.A.	D:			
BRACKET PLATES to Stringers between						24" x 44"	D:			
Web Frames, depth and thickness.....						24" x 44"	D:			
THESE FRAMES ARE TO BE KEPT AT ONE IN DEEP										
BULKHEADS.						Number.		STIFFENERS.		
Vessel.						Per Rule.	Thickness.	Single or Double Frames.		
Vertical.						Horizontal.		Height up, state deck.		
Size.						Spacing.	Size.	Spacing.		
Inches.						Inches.	Inches.	Inches.		
W.T.BULKHEADS						8	8			
AFT PEAK						8	47x36	[9 1/2 - 3 1/2 x 52, 24 SINGLE UP DK.		
1 link see plan						45	D: 58x61	10 1/2 x 3 1/2 x 6, 24 D: D:		
						59	D: 58x61	10 1/2 x 3 1/2 x 6, 24 D: D:		
						81	38x34	[10 1/2 x 3 1/2 x 6, 30 D: D:		
COLLISION						150	47x36	[10 1/2 x 3 1/2 x 6, 24 D: D:		
PARTITION						96	47x36	[11 1/2 x 3 1/2 x 6, 24 D: D:		
LONGITUDINAL						129	47x36	[12 1/2 x 4 1/2 x 6, 30 D: D:		
						105	47x36	[11 1/2 x 3 1/2 x 6, 24 D: 2" DK.		
Are the outside Plates doubled two spaces of Frames in length?						BRACKETS FITTED				
Are the Hatch Covers and Watertight Doors in efficient working order?						YES.				

FORGINGS or CASTINGS.						Inches in Ship.		Inches per Rule, Or as Approved.	
KEEL, Bar, depth and thickness						HEEL	PLATE		
STEM, moulding and thickness						11' x 2' 7/8"	D:		
STERN-POST for Rudder do. do.						C.S.	9' x 4 1/2"	D:	
" for Propeller						C.S.	BRACKETS	D:	
RUDDER-A X D* Table 22. Speed 12 KNOTS.						56.9	72	D:	
Main-Piece, diameter at head F.S.						10 1/2"	DIA.	D:	
" " at heel						8"	DIA.	D:	
RUDDER, how constructed FORGED ARMS & MAIN PIECE									
Thickness of Plates Single Plate						1-10			
Can the Rudder be unshipped afloat?						YES.			
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. ? OPEN HEARTH PROCESS.									
CAMBRIA STEEL CO STEEL CO OF SCOTLAND									
COLVILLE. LANARKSHIRE STEEL CO									
CONSETT STEEL CO									
Has the Steel been tested as required by the Rules?						YES.			

PLATING.										RIVETING.									
AS IN SHIP.				PER RULE OR AS APPROVED.				EDGES Ordinary or Joggled?				ORDINARY.				BUTTS.			
STRAKES.		AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Double or Treble and for what Length.		RIVETS.		STRAPS.		IF LAPPED.			
Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Breadth.	Thickness.	Single or Double.	Breadth of Lap.	Diam.	Spacing or to cr.	Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what Length.
Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Feet.
FLAT PLATE KEEL.....	49	1 1/2	.78	.78	49	1 1/2	.78	DOUBLE	6 3/4	1 1/8	4 1/2	5/8	3/4	4 1/2	5/8	2 1/2	7/16	16	AT END
GARBOARD OF A Strake	62	.80	.70	.70	62	.80	.70	"	6	1	4 1/2	5/8	3/4	4 1/2	5/8	14	FULL		
State actual Thickness in way of Double Bottom.	B	62	.80	.70	.70	62	.80	"	"	"	"	"	"	"	"	"	"	"	"
	C	62	.80	.70	.70	62	.80	"	"	"	"	"	"	"	"	"	"	"	"
	D	56	.80	.70	.80	56	.80	"	"	"	"	"	"	"	"	"	"	"	"
	E	56	.80	.50	.60	56	.80	"	"	"	"	"	"	"	"	"	"	"	"
	F	57	.80	.50	.62	57	.80	"	"	"	"	"	"	"	"	"	"	"	"
	G	57	.80	.48	.70	57	.80	"	"	"	"	"	"	"	"	"	"	"	"
	H	66	.76	.48	.54	66	.76	"	"	"	"	"	"	"	"	"	"	"	"
	J	66	.76	.48	.54	66	.76	"	"	"	"	"	"	"	"	"	"	"	"
	K	66	.76	.48	.54	66	.76	"	"	"	"	"	"	"	"	"	"	"	"
	L	66	.76	.48	.54	66	.76	"	"	"	"	"	"	"	"	"	"	"	"
	M	66	.76	.48	.54														

EQUIPMENT No. 42344										LETTER B7										ANCHORS.										TONNAGE U. DK. OR PLATING R. FOR RAILROADS									
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.																							
83102		1st Bower	74	0	14	5	0	25	21	10	1	7	207	0	0	✓	ORDINARY.	D:	D:	D: 23-3-20 H.G.																			
83101		2nd	73	2	20	1	15	0	55	15	0	0	✓	✓	✓	✓	✓	D:	D:	D: 8-4-20 H.G.																			
83100		3rd	73	1	15	0	0	0	55	10	0	0	✓	✓	✓	✓	✓	D:	D:	D: 8-4-20 H.G.																			
		4th																																					
		Collective weight.	221	0	21	0	0	0																															
83053		Stream	20	3	14	5	0	25	21	10	1	7	207	0	0	✓	ORDINARY.	D:	D:	D: 23-3-20 H.G.																			
83032		Kedge	9	0	10	2	2	16	11	4	2	21	✓	✓	✓	✓	✓	D:	D:	D: 18-3-20 H.G.																			
Particulars of Drop Test of Cast Steel Anchors, viz. — Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower 43-0-0 C.E.P. N° 316. 17-3-1920. 2nd " 42-3-14 C.E.P. N° 314. 25-3-1920. 3rd " 43-3-0 C.E.P. N° 319. 17-3-1920. 4th "																																							
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 Towline.		Length and Size per Table 31.																	
		Length. Diam.		Statur. Break- ing.		Supplied. Per Rule.		Length. Diam.								Material		Length. Cir.		Length. Cir.																			
		Fathoms. Ins.		Tons. Tons.		Cwts. qrs. lbs. Cwts. qrs. lbs.		Fathoms. Ins.								TOWLINE 4.5.4.		Fathoms. Ins.		Tons. Tons.		Fathoms. Ins.																	
54342		150	2 3/8	10 1/2	14 1/2	42	0	0	84	1	0	300	2 3/8	STUOLUX																									
54343		150	2 3/8	10 1/2	14 1/2	42	0	0	84	1	0	300	2 3/8	STUOLUX																									
		120	1 1/2																																				
Boats 4 LIFEBOATS + 2 TEMPAS Steering Gear, Steam EFFICIENT. Steering Gear, Hand EFFICIENT Pumps, Number ONE DOWNTON 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 What arrangements for deadlights in bad weather? BULL'S EYES + SHUTTERS. Coal Bunker Openings.—How constructed? STEEL. How are lids secured? BATTENS + CLENTS Height above deck? 18" Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 12. SCUPPERS EACH SIDE. 8 FREEING PORTS EACH SIDE 4 1/2 x 1 1/2 Ceiling in Holds, thickness and material 2 1/2 OREGON PINE Cargo Battens, thickness and material 2 OREGON PINE Cargo Hatchways.—How formed? STEEL COAMINGS Hatches, If strong and efficient? YES. State size No. 1 Hatch (Forward) 18 x 18 x 2 1/2 No. 2 Hatch 35 x 20 x 2 1/2 No. 3 Hatch 15 x 18 x 2 1/2 No. 4 Hatch 12 x 18 x 2 1/2 Number of Web Plates, Slitting Beams and Fose and Plates to each Hatch N° 1 HATCH 3 N° 2 A 6 N° 2 B 3 N° 3 4 N° 4 2 WEBS EACH N° 5 HATCH 5 WEBS. N° 6 HATCH 4 WEBS. No. of Breasthooks FIVE No. of Crutches DEEP FLOORS Bulkheads, height above deck and description 3' 9" x 2 1/2 STEEL Main Rail, material and size 6 x 3 x 36 BULB ANGLE The foregoing is a correct description. Surveyor's Signature James Brichton. Builder's Signature (here only) Samatano Jop. Surveyor to Lloyd's Register of Shipping.																																							
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? JOGGLED FRAMES. 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 plan. The material and workmanship are good. Nos 1, 2, 3, 6 + 7 double bottom tanks have been tested to the Rule Requirements for carrying oil fuel F.P. above 150°F. and found satisfactory. Forward deep tank has been tested & found satisfactory to carry oil as cargo only. Wireless Installation fitted. The Vessel is a sister vessel of T.S.S. MITO MARU REPORT N° 2786. Midships Section of Vessel as built is forwarded herewith 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 £/YEN. 100 Special Survey Fee £ 3528 Travelling Expenses, if any, £/YEN. 55 LOCAL 28										Fees applied for, 2-4 1921 Received by me, 6-4 1921.										Certificate to be sent to YOKOHAMA. Date of issue 21.5.20.																			
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 FREEBOARD.																																							
Committee's Minute FRI. 20 MAY. 1921 Character assigned 100 A1 Lloyd's A.C.P. + L.M.C. 4.21 70. C.L. FRI. 5 AUG. 1921 Carrying oil fuel F.P. above 150°F in double bottom																																							

FORGINGS & CASTINGS.

DESCRIPTION.	MARK.	MATERIAL	WHERE MADE	WHERE TESTED	DATE	SURVEYOR.
UPPER STEM BAR. 4649.	F.S.	MOTHERWELL	MOTHERWELL	25-3-20	CARVIN BRAND.	
		D.COLVILLE & SONS.				
LOWER D:	D:	D:	D:	D:	D:	
SHAFT BRACKET E.S.B.2.	C.S.	KOBE STEEL WKS.	OSAKA	9-9-20	R.O.B.	
STERN FRAME E.S.16.	C.S.	D:	KOBE.	24-5-20	R.O.B.	
RUDDER HEAD. Y.R.T.2B.	F.S.	D:	D:	12-5-20	R.O.B.	
" MAIN PIECE Y.R.P.2C.	F.S.	D:	D:	29-6-20	R.O.B.	
" ARMS. Y.R.A.18.78.108.	F.S.	D:	D:	19-5-20	R.O.B.	
" ARMS. Y.R.A.58.178.	F.S.	D:	D:	25-6-20	R.O.B.	
TILLER & QUADRANT. 4789.	C.S.	CARNTYNE STEEL CO.	RENFREW.	18-3-20	J.D.	

FRAMING

FRAMING IN PEAKS	MAIN FRAMES	8 × 3½ × .46	BULB ANGLE
D:	INTERMEDIATE FRG.	6 × 3½ × .4	D: D:
FRAMING IN WAY OF TUNNEL RECESS	MAIN FRG.	11 × 3½ × .56	D: D:
D:	INTERMEDIATE FRG.	7 × 3½ × .44	D: D:
" AT 27" SPACING	MAIN FRAMES	11 × 3½ × .6	D: D:
" D:	INTERMEDIATE FRG.	7 × 3½ × .4	D: D:
" OTHERWISE (EXCEPT DEEP WATER TANK)	MAIN FRG.	12 × 3½ × .68	D: D:
" " INTERMEDIATE FRG.		7 × 3½ × .44	D: D:
FRAMES IN WAY OF DEEP TANK AFT.		9 × 3½ × .46	D: D:
" " " " " FOR		12 × 3½ × .68	D: D:

EXTENSION OF MAIN FRAMES.

IN WAY OF F'CLE. TO EXTEND TO FORECASTLE & 2ND DKS. ALTERNATELY.
 OTHERWISE TO EXTEND TO UPPER DK. & 2ND DKS. ALTERNATELY.
 EXCEPT AT ENDS OF BRIDGE & TO AFTER PEAK WHERE TO UPPER DK.

HOLD PILLARS.

	AT CENTRE	AT SIDES.
BRIDGE DK.	3 7/8 SOLID	5" 4 1/2" + 3 7/8 DIA. SOLID.
UPPER DK.	4 1/2. 3 3/4. 4 1/4. 3 1/2. 5 1/2. 3 7/8. DIA. SOLID.	4 1/4. 3 7/8. 5 3/8. 5 1/2 + 4 1/2 SOLID.
SECOND DK.	12 × .5. 13 × .5. 13 × .54. 14 × .6. 10 3/4 × .5.	13 × .54. 15 1/8 × .6. 14 × .6. 14 × .54. 16 1/4 × .6.
	PILLARS SPACED AS PER APPROVED PLANS	

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34 7/8 ft., R.Q.D. ✓ ft., Bridge 135 ft., Forecastle 35 1/2 ft.
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated NO

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 DKS. (STL.) 2 TIERS OF BEAMS.

Official No. 28102 ; Signal Letters S.G.L.M.

State if Machinery is fitted aft AMIDSHIPS.

How are the surfaces preserved from oxidation? Inside BUNKERS (BITUMASTIC) TANKS (EXCEPT OIL) HOLDS Outside PAINT. CEMENT (PAINT)

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors CELLULAR

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	132	382	Fore peak tank,	22-4 1/2	73
Double bottom, under Engines and Boilers,	75	318	After peak tank,	16-0	58
Double bottom, if under Engines only,			Deep tank, aft,	42-0	1337
Double bottom, if under Boilers only,			Deep tank, forward,	27-0	1062
Double bottom, forward,	185-25	634	Other tanks, if fitted,		
Total capacity of double bottom		1334	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 397-75 State whether the above have been tested as required by the Rules. YES

Order for Special Survey No. 20
 Date 4-11-19.
 No. 80 in builder's yard.
 DATES of Surveys held while building
 1920. OCT. 15. 20. 27. NOV. 4. 15. 26. DEC. 1. 3. 9. 14.
 16. 24. 1921. JAN. 5. 7. 8. 12. 19. 22. 26. 28. 31.
 FEB. 3. 5. 10. 14. 17. 22. 24. 25. MARCH 1. 2. 3. 8. 10.
 14. 17. 24. 25. 26. 31. APRIL 2.

Surveyor's Signature

James L. Richter
 Lloyd's Register
 Foundation
 Total No. of Visits 41