

3 Decks.

IRON OR STEEL STEAMER.

No. 2110

Date of completion of report May 10th 1897 Port of Belfast Received at London Office LUES 11 MAY 1897
Survey held at Belfast Date, First Survey April 28th 1896 Last Survey Feb 22nd 1897
On the Steel Twin Screw Steamer "Kamakura Maru" Rig 4 Masted Schooner

TONNAGE under Tonnage Deck...
Do. between Tonnage Dk. and 3rd and 4th Dk. 535.38
Total under Upper Dk. 535.38
Do. of Poop 68.22
Do. of Bridge House 180.41
Do. of Forecastle 93.8
Do. of Houses on Dk. 25.02
Do. of excess of Hatchways 24.12
Do. above Crown of Engine Room 581.38
Gross Tonnage 244.39
Less Crew Space 244.39
Less above Crown of Engine Room 5568.99
TONNAGE FOR FEES 1860.28
Less Engine Room 44.19
Navigation Spaces 3664.52
Register Tonnage cut on Beam 3664.52
THREE DECKED VESSEL.
CLASS 100 A
Master Jno. Mac Millan
Year of appointment 99
Built at Belfast
When built 1896-7 Launched Dec 9th 96
By whom built Workman Clark & Co Ltd
Owners Nippon Yusen Kaisha
Managers (Where necessary to be entered in Reg. Book.)
Residence Tokio, Japan.
Port belonging to Tokio
Destined Voyage Tokio
If Surveyed while Building, Afloat, or in Dry Dock While Building

Length on Deck per Rule	Feet. 443	Inches. 4	BREADTH— Moulded	Feet. 49	Inches. 4	DEPTH top of Floors to Do.	Feet. 30	Inches. 6	Power of Engines	Horse. 2	No. of Decks with flat laid	No. of Tiers of Beams
Dimensions of Ship per Register, Length 445 breadth 49.7 depth 30.4 Moulded depth, ft. 33 ins. 6 To Upper Dk. Round up of Beam, Upper Dk. 12 1/2 ins.												
FRAMING.						FORGINGS or CASTINGS.						
NAME, Angles, or Bars for 1/2 length amidships						KEEL, Bar or Side Plates, depth and thickness						
Do. for 1/2 at each end						STEM, moulding and thickness						
Do. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.						
Do. at intermdt. Bkts.						" for Propeller						
Distance of Frames from moulding edge to moulding edge, all fore and aft						MAIN PIECE of Rudder, diameter at head						
" "						" do. at heel						
VERSED FRAME, Angles						RUDDER, how constructed						
" "						Can the Rudder be unshipped afloat?						
DEPTH FRAMING, depth of girder						KEELSONS & STRINGERS.						
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate						
" in way of Engines and Boilers						" Rider Plate						
" thickness at the ends of vessel						" Bulb Plate to Intercoastal Keelson						
" depth at 1/2 the half breadth, as per Rule						" Horizontal Plates on Floors						
" height extended at the Bilges						" Angles						
FLOORS & BRACKETS in Cell Dble Bottoms						SIDE KEELSON, Angles						
" Distance apart						" Bulb or Plate above floors, for lng.						
CENTRE GIRDER, in Double bottom, depth and thickness						" Intercoastal Plate, for lng.						
" Angles, Top						" Attached to outside Plating with Angle						
" Bottom						BILGE KEELSON, Angles						
SIDE GIRDERS, number and thickness						" Bulb or Plate above floors, for lng.						
" Angles						" Intercoastal Plate for lng.						
MARGIN PLATE, depth (exclusive of flange) and thickness						" Attached to outside Plating with Angle						
" Angles						BILGE STRINGER Angles						
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						" Bulb Plate for lng.						
" in Engine and Boiler space						" Intercoastal Plate for lng.						
" Remainder in Holds						" Attached to outside Plating with Angle						
AMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						SIDE STRINGER Angles						
" Angles on upper edge						" Bulb or Intercoastal Plate, for lng.						
" Average space						" Attached to outside plating with Angle						
AMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						Upper Deck Stringer Plates, br'dth & thickness						
" Angles on upper edge						" Angle on ditto						
" Average space						" Tie Plates fore and aft, outside Hatchways						
AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb						" Deck * Iron or Steel, for Entire lng.						
" Angles on upper edge						" Wood Deck. Material & thickness						
" Average space						Middle Deck Stringer Plate, br'dth & thickness						
AMS, Hold, or Orlop, Plate or Tee Bulb						" Angles on ditto, No.						
" Angles on upper edge						" Tie Plates outside Hatchways						
" Average space						" Diagonal Tie Plates on Bms., No. of prs.						
AMS, Poop Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Deck * Iron or Steel, for Entire lng.						
" Angles on upper edge						" Wood Deck. Material & thickness						
" Average space						Lower Deck Stringer Plate, br'dth & thickness						
AMS, Bridge Deck, Angle, Bulb Angle, Plate or Tee Bulb						" Angles on ditto, No.						
" Angles on upper edge						" Tie Plates, outside Hatchways						
" Average space						" Deck * Material and thickness						
AMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb						Hold, or Orlop Stringer Plate, br'dth & thck'n's						
" Angles on upper edge						" Angles on ditto, No.						
" Average space						" Tie Plates outside Hatchways						
BARS, In 'tween Deck, size and spacing						" Deck. Material and thickness						
" Hold						Poop Deck Stringer Plate, breadth & thickness						
" Quarter 'tween Dks.						" Angle on ditto						
" in Hold						" Tie Plates						
WEB-FRAMES, In Fore Body, No. and spacing						" Deck. Material and thickness						
" brdth. & thickness						Bridge Deck Stringer Plate, br'dth & thickness						
" No. of Side Stringers						" Angle on ditto						
WEB-FRAMES, In E. & B. Space, No. and spacing						" Tie Plates						
" brdth. & thickness						" Deck. Material and thickness						
" No. of Side Stringers						Forecastle Deck Stringer Plate, br'dth & th'kns						
" Size of Angles or Tee Bars to Web-Frames						" Angle on ditto						
BRACKET PLATES to Stringers between Web Frames, depth and thickness						" Tie Plates						
						" Deck. Material and thickness						
						* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.						
						BULKHEADS.						
						W. T. BULKHEADS						
						PARTITION						
						LONGITUDINAL						
						Are the outside Plates doubled						

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *M. 10th and 30th March; 2nd April; 15th & 21st May; 1st & 13th July 1896.*

Workmanship. Are the butts of plating planed or otherwise fitted? *planed where fitted, but mostly overlapped.*

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 plating? *very few.*

Are the butts of Plating, Stringers, &c., properly shifted and strapped? *yes.*

General Remarks (State quality of workmanship, &c.) This vessel has been built in accordance with the approved tracing of Midship Section forwarded on the inst. and with the accompanying approved tracings of Profile and right others, the Secretary's letters dated as above have been complied with, and the Rules in other respects adhered to.

All pumps and watertight doors have been tested and found efficient, and the weather decks tested by flooding with a hose and found tight and satisfactory.

The materials used in her construction, and the workmanship, are very good.

The machinery for this vessel has been made and fitted in Glasgow, where the permanent closing in over the engines has been completed.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 32 ft., R.Q.D. or Break — ft., Bridge Dk. 97.5 ft., F'castle 47 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 Dks (Stl & Oak &) 2 to B. & Deep framing Oak Plank.*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside Portland Cement & paint Outside paint.

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system *Yes.*

	Where fitted.	Length.	Water Capacity.		Where fitted.	Length.	Water Capacity.
		Feet.	Tons.			Feet.	Tons.
Double bottom, aft,		145	230	Fore peak tank,			95
Double bottom, forward,		190	275	After peak tank,			95
Double bottom, under Engines and Boilers,		225	205	Midship deep tank,	25		400
Double bottom, if under Engines only,			1150	Other tanks, if fitted,	-		
Double bottom, if under Boilers only,				(If necessary, furnish further information by sketch.)	-		

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

Order for Special Survey No. <u>404</u>	DATES OF SURVEYS North side building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>April 10, 16, 21, 28; May 6, 9, 14, 18, 20, 25, 28; June 5,</u>
Date <u>April 16, 1896</u>		2nd. On the plating during the process of riveting	<u>P. 29; July 3, 10, 21, 24, 28; Aug. 4, 6, 11, 14, 19, 24, 26, 31; Sep.</u>
Order for Ordinary Survey No. <u>-</u>		3rd. When the beams were in and fastened, and before the decks were laid	<u>1, 2, 7, 10, 16, 18, 23, 30; Oct. 5, 6, 9, 10, 13, 19, 23, 26, 29, 30; Nov.</u>
Date <u>1896</u>		4th. When the ship was complete, and before the plating was finally coated or cemented	<u>3, 4, 9, 12, 16, 20, 23, 25, 30; Dec. 1, 3, 8, 9, 11, 14, 17 - 1896; Jan.</u>
No. <u>134</u> in builder's yard.		5th. After the ship was launched and equipped	<u>4, 5, 12, 13, 21, 25, 29; Feb. 2, 4, 11, 15, 16, 18, 20, 22</u>
			Total No. of Visits <u>82</u>

(Fees applied for,

Amount of Entry Fee£ 5: 0: 0

Special Survey Fee ...£164:

Certificate to be sent to *this office*

...this Vessel should be Classed **+100A 12 1/2 (H' & tanks)**

I am of opinion this Vessel should be Classed 1700
25/3/8

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

Committee's Minute

FRI. 14 MAY 1897

Character assigned

100 H steel
5.94 on Gls N. 15-167

2 Dks/spl - 11 Years / n deep framing

Arb. P

Electric light

5/2