

3 Decks.

IRON OR STEEL STEAMER.

No. 15019

State if Report is also sent on the Machinery of the Vessel

Date of completion of report 24 Feb 1896 Port of Glasgow Received at London Office MON MAR 1 1897

Survey held at Glasgow Date, First Survey 7 May 1896 Last Survey 22 February 1896

On the Twin Screw "Hakata Maru" Rig Schooner 4 Masts

TONNAGE under Tonnage Deck... 5354.92 THREE DECKED VESSEL.

Do. between Tonnage Dk. and 3rd and 4th Dk. ... 82.83

Total under Upper Dk. ... 5354.92

Do. of Poop ... 69.14

Do. of Bridge House ... 82.83

Do. of Forecastle ... 257.53

Do. of Houses on Dk. ... 26.91

Do. of excess of Hatchways ... 58.11.33

Do. above Crown of Engine Room ... 203.95

Gross Tonnage ... 5607.38

Less Crew Space ... 1859.63

Less above Crown of Engine Room ... 54.17

TONNAGE FOR FEES ... 3693.58

Less Engine Room ...

Less Navigation Spaces ...

Register Tonnage as cut on Beam ...

CLASS 100A1

Half Breadth (moulded) ... 24.58

Depth from upper part of Keel to top of Upper Deck Beams ... 34.52

Girth of Half Midship Frame (as per Rule) ... 53.91

deduct 7 feet ... 7.00

1st Number ... 106.01

Length ... 443

2nd Number ... 46962

Proportions—Breadth to Length ... 9.0

Depth to Length—Upper Deck to top of Keel ... 12.83

Main Deck ditto ... 16.67

Destined Voyage Japan

Master R. Nivison

Year of appointment (1) As Master in service of owner of present vessel: 1897 (2) As Master of this vessel: 1897

Built at Glasgow

When built 1896 Launched 21 Dec 1896

By whom built D & W Henderson & Co

Owners Nippon Yusen Kaisha

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

Residence Yokohama Japan

Port belonging to Tokio

Surveyed while Building, Afloat, or in Dry Dock at Partick

Length on Deck 443.0 Breadth 49.4 Depth 30.5 Moulded depth, ft. 33 ins. 6 To Upper Dk. Beam, Upper Dk. 12 ins.

Round up of

FRAMING.				FORGINGS or CASTINGS.			
ME, Angles, or Bars for length	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	KEEL, Bar or Side Plates, depth and thickness	Inches in Ship.	Inches per Rule.	Inches per Rule.
amidships	6 1/2	3 1/2	11	STEM, moulding and thickness	11 x 3/2	11 x 3/2	11 x 3/2
for 1/2 at each end	6 1/2	3 1/2	10	STERN-POST for Rudder do. do.	12 x 3/8	12 x 3/8	12 x 3/8
Do. in way of Double Bottoms at Solid Floors	3 1/2	3 1/2	10	" for Propeller (Twin Screw)	12 x 7/8	12 x 7/8	12 x 7/8
" " " " " " " "	3 1/2	3 1/2	10	MAIN PIECE of Rudder, diameter at head	10 1/2	10 1/2	10 1/2
Distance of Frames from moulding edge to moulding edge	30	30	30	" " do. at heel	7 1/2	7 1/2	7 1/2
REVERSED FRAME, Angles	7 1/2	3 1/2	11	RUDDER, how constructed	4 inch frame single plate rudder		
DEEP FRAMING, depth of girder	10 1/2	10 1/2	10 1/2	Can the Rudder be unshipped afloat?	Yes		
FLOORS, depth and thickness of Floor Plate	8	8	8				
" " " " " " " "	8	8	8				
" " " " " " " "	7 1/2	7 1/2	7 1/2				
" " " " " " " "	10	10	10				
FLOORS & BRACKETS in Cell Dble Bottoms	30	30	30				
" " " " " " " "	48	48	48				
CENTRE GIRDER, in Double bottom, depth and thickness	4	4	4				
" " " " " " " "	5	5	5				
SIDE GIRDERS, number and thickness	3 1/2	3 1/2	3 1/2				
" " " " " " " "	34	34	34				
MARGIN PLATE, depth (exclusive of flange) and thickness	4	4	4				
" " " " " " " "	42	42	42				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	1 1/2	1 1/2	1 1/2				
" " " " " " " "	10.9	10.9	10.9				
BEAMS, Upper Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	11	11	11				
" " " " " " " "	60	60	60				
" " " " " " " "	12	12	12				
BEAMS, Middle Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	60	60	60				
" " " " " " " "	60	60	60				
BEAMS, Lower Deck, Single Angle, Bulb, Angle, Plate or Tee Bulb	8	8	8				
" " " " " " " "	60	60	60				
BEAMS, Poop Deck, Angle, Bulb, Angle, Plate or Tee Bulb	8	8	8				
" " " " " " " "	60	60	60				
BEAMS, Bridge Deck, Angle, Bulb, Angle, Plate or Tee Bulb	7	7	7				
" " " " " " " "	30	30	30				
BEAMS, Forecastle Deck, Angle, Bulb, Angle, Plate or Tee Bulb	3	3	3				
" " " " " " " "	60	60	60				
PILLARS, In 'tween Deck, size and spacing	6	6	6				
" " " " " " " "	120	120	120				
" " " " " " " "	6	6	6				
WEB-FRAMES, In Fore Body, No. and spacing	3	3	3				
" " " " " " " "	26.30	26.30	26.30				
" " " " " " " "	2	2	2				
WEB-FRAMES, In E. & B. Space, No. & spacing	3	3	3				
" " " " " " " "	26.30	26.30	26.30				
WEB-FRAMES, In After Body, No. and spacing	3	3	3				
" " " " " " " "	26.30	26.30	26.30				
" " " " " " " "	2	2	2				
" " " " " " " "	6	6	6				
BRACKET PLATES to Stringers between Web Frames, depth and thickness	30	30	30				

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PLATING.										RIVETING.									
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				BUTTS.								
	AMIDSHIP.		FORWARD.	AFT.	AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what length.	RIVETS.		STRAPS.		IF LAPPED.			
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.			Diam.	Spacing or to cr.		Diam.	Spacing or to cr.	Breadth.	Thickness.	Breadth.	For what length.		
FLAT PLATE KEEL.....	36	18	15	18	36	18	double	6	1	4 1/2	treble	1	3 1/2	19	2 1/2	✓	✓		
(If Bar Keel, state Riveting)																			
GARBOARD OF A Strake	48	14	14	14	48	14	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	whole		
State actual thickness in way of Double Bottom.																			
B		13	12	13		13	do	5 1/4	7/8	3 3/4	Quadruple	7/8	3 1/2	✓	✓	12	do		
C		13	11	13		13	do	5 1/4	7/8	3 3/4	do	7/8	3 1/2	✓	✓	12	do		
D		13	11	15		13	do	6	1	4 1/2	do	7/8	3 1/2	✓	✓	12	do		
E		14	11	15		14	do	6	1	4 1/2	treble	1	3 1/2	✓	✓	10 1/2	10 1/2		
F		16	13	13		16	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	10 1/2		
G		14	11	14		14	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	10 1/2		
H		15	12	14		15	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	10 1/2		
J		14	11	14		14	do	6	1	4 1/2	treble	1	3 1/2	✓	✓	10 1/2	do		
K		15	12	14		15	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	do		
L		14	11	11		14	do	6	1	4 1/2	do	1	3 1/2	✓	✓	10 1/2	do		
M		18	12	12		15	do	6	1	4 1/2	do	1	3 1/2	19	12	✓	✓		
N		54	18	11	11	54	do	6	1	4 1/2	do	1	3 1/2	19	13 1/2	✓	✓		
Sheerstrake		46	21	12	12	46	do	6	1	4 1/2	Quadruple	1	3 1/2	26	21 1/2	✓	✓		
P																			
Q																			
R																			
DOUBLING of Flat Plate Keel	a bar on outside				11 x 1 1/2														
Length and thickness of Bilges																			
of Sheerstrakes																			
of Strake below																			
POOP SIDES	7				7		Single	3 1/2	7/8										
BRIDGE SIDES	9 1/2				9 1/2		double	4 1/2	3/4										
FORECASTLE SIDES	7				7		Single	3 1/2	3/4										

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. ? Siemens Martin Steel
Hallside. Clydebridge. Glasgow & S. Cox. Calderbank
Lanarkshire. Mossend. Blochairn. Parkhead.
Consett and Palmers.

Upper Deck Butts, treble riveted for 1/2 length amidship.
Stringer Plate Straps, single, double or overlapped for whole length amidship.
Middle Deck Butts, treble riveted for whole length amidship.
Stringer Plate Straps, single, double or overlapped for whole length amidship.
Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted.
Inner Bottom Plating, riveting of Edges double Butts double
Centre Girder Butts, treble riveted Keelson Butts, treble riveted.
Frames, riveted through Plates with 1 in. Rivets, about 56 apart.
Rivets, state whether Iron or Steel Iron

FRAMES extend in one length from Keel to margin plate and thence to funnel
REVERSED FRAMES on floors and frames extend from middle line to margin plate and thence to upper deck on every frame for 1/2 length, beyond which to upper and main deck alternately. Alternate reverses to forecabin deck.

MASTS, SPARS, &c.

	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS.....	Fore	Steel	90.10	27 x 8 1/2	26 x 8 1/2	20 x 7 1/2	✓	2	3	3 x 3 x 10	Single	treble
	Main	do	90.9	25 x 7 1/2	24 x 7 1/2	19 x 6 1/2	✓	2	3	3 x 3 x 7 1/2	do	do
	Mizen	do	91.10	25 x 7 1/2	24 x 7 1/2	19 x 6 1/2	✓	2	3	3 x 3 x 7 1/2	do	do
Bowsprit	hose	do	89.11	24 x 7 1/2	23 x 7 1/2	18 x 6 1/2	✓	2	3	3 x 3 x 7 1/2	do	do
Topmasts, Yards and Remainder of Spars	Steel	Iron										
Rigging, Material and Size, Shronds	galv steel wire 4. 3/4				Stays		do. 4 1/4, 4					
Sails.	Auc				Suit of		Sails, and the following spare sails					

EQUIPMENT No. 52591 LETTER a + ANCHORS.

Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.			WEIGHT REQ. BY RULE.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
4119	1st Bower	49	1	10	12	1	16	41	19	2	21	46	2	0	Intenans	do	25/12/96 E. Seadhouse
3986	2nd "	46	3	22	11	2	16	40	10	0	0	46	2	0	Intenans	do	20/8/96 do
4120	3rd "	45	2	14	11	2	8	39	12	3	7	43	0	0	Radgare	do	25/12/96 do
3989	Collective weight	181	3	10				179	0	0	0						20/8/96 do
4121	Stream	14	1	10	4	1	24	18	10	2	14	16	3	0	Common	do	25/12/96 do
4122	Kedge	8	3	6	2	0	20	10	14	2	0	8	2	0	do	do	25/12/96 do
	2nd Kedge																

CHAIN CABLES.

HAWSERS AND WARPS.

Number of Certificate.	Fathoms.	Size.	Test per Certificate Tons.	WEIGHT OF CHAIN CABLE.		Fathoms and Size per Rule.	Description.	Makers of Cables.	When and where tested, and Superintendent.	Material.	Fathoms.	Size.	Breaking Test of Steel Wire Towline.	Fathoms and Size per Rule.
				Supplied.	Per Rule.									
2131	135	2 1/2	124.45	361.0.8	120.2.2	270.2.7	Steel Link	J. Knight, Glasgow	21/7/96 E. Seadhouse	TOWLINE	120	5 1/4	71	120.5 1/4
2132	135	2 1/2	26.20	359.8.2	721.0.0		do	do	20/8/96 do	HAWSER	90	4	33	90.4
										WARP	90	3 1/2	22	90.3 1/2
Iron Stream Chain or Steel Wire ...	90	5	64			90.5	Steel wire	Atlas Works Reddish	Reddish 22/4/97					

Boats 12
Pumps, Number 12 hand pumps and 2 Suctions as affords Diameter of Barrel and Tail Pipe 5 chambers and 2 1/2 tail pipes.
Windlass is Rapier patent Capstan 8.
Engine Room Skylights.—How constructed ? Steel casings and Teak flaps
What arrangements for deadlights in bad weather ? Glass bull's eyes
Coal Bunker Openings.—How constructed ? Cast iron frame How are lids secured ? Bayonet coupling Height above deck ? flush
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 7 scuppers on each side also 7 ports of 60 x 16 and 1 of 42 x 16 overhead.
Ceiling in Holds, thickness and material 2 1/2 P. Pine Ceiling 'tween Decks, thickness and material 2 P. Pine
Cargo Hatchways.—How formed ? Coaming 33 x 9 (Steel) Hatches, If strong and efficient ? Yes
State size No. 1 Hatch (Forward) 15.0 x 16.0 No. 2 Hatch 25.0 x 16.0 No. 3 Hatch 20.0 x 16.0 No. 4 Hatch 20.0 x 16.0
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Two webs and 5 fore and afters in No. 1 and one web and 3 fore and afters in each of the others. No. of Breasthooks 6 No. of Crutches do
Bulwarks, height above deck and description 4 1/2 x 7/16 steel Main Rail, material and size Cypack's Section 62 x 3
The above is a correct description.
Builder's Signature (here only) David M. Henderson Surveyor's Signature J. Shear Surveyor to Lloyd's Register of British and Foreign Shipping.

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

M. 6/2/96. 12/3/96. 16/3/96. 19/3/96. 25/3/96. 25/3/96. 28/3/96. 28/3/96. 28/3/96. 31/3/96. 7/4/96. 7/4/96. 27/4/96. 1/5/96. 10/6/96. 15/6/96. 19/6/96. 15/7/96

Workmanship. Are the butts of plating planed or otherwise fitted? *Planed & fitted*

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? *No*

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

General Remarks (State quality of workmanship, &c.)

This is a twin screw steel steamer, built under the 3rd Rule and having a top-saddle fore-castle, bridge house and poop.

She has been built in accordance with the approved plans attached hereto and with the Rules generally.

The compartments of cellular double bottom, the fore and after peaks, deep tank and fresh water tanks have been tested with water pressure and found satisfactory.

Also the decks cargo and coaling ports, shaft tunnels &c have been tested with water and found satisfactory.

The materials and workmanship are good.

This is a sister vessel to the "Kanafawa Maru" J.R. Report No 14870 by same builders for same owners.

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

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *36* ft., R.Q.D. or Break *✓* ft., Bridge Dk. *97* ft., F'castle *57* 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 (ste - u Teak's) and deep frames*

Official No. ; Signal Letters

How are the surfaces preserved from oxidation? Inside *Paint & Portland Cement* Outside *Paint*

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

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft, <i>3 Compartments</i>	<i>125</i>	<i>377</i>	Fore peak tank,		<i>110.66</i>
Double bottom, forward, <i>3 Compartments</i>	<i>190</i>	<i>544</i>	After peak tank,		<i>37</i>
Double bottom, under Engines and Boilers,			Midship deep tank,	<i>25</i>	<i>441</i>
Double bottom, if under Engines only,	<i>25</i>	<i>91</i>	Other tanks, if fitted, <i>✓</i>		
Double bottom, if under Boilers only,	<i>30</i>	<i>109</i>	(If necessary, furnish further information by sketch.)		
	<i>340</i>	<i>1151</i>			

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

** See Glasgow Surveyors letter dated 12.8.97*

Order for Special Survey No. <i>2919</i>	1st. On the several parts of the frame, when in place, and before the plating was wrought	<i>1896. May 4. 12. 14. 18. 20. 27 June 3. 8. 10. 12. 18. 22. 25. 29.</i>
Date <i>9. March 1896</i>	2nd. On the plating during the process of riveting	<i>July 1. 9. 13. 28. 29. 31. Aug 12. 18. 24. 27. Sep 8. 11. 14. 18. 22. 30. Oct 1</i>
Order for Ordinary Survey No. <i>✓</i>	3rd. When the beams were in and fastened, and before the decks were laid	<i>6. 7. 12. 14. 22. 30. Nov 3. 11. 16. 18. 19. 23. 26. 30. Dec 3. 4. 7. 10. 11</i>
Date <i>✓</i>	4th. When the ship was complete, and before the plating was finally coated or cemented	<i>14. 17. 19. 21. 31. 1897 Jan 6. 8. 12. 13. 14. 20. 25. 28. Feb 1. 3.</i>
No. <i>395</i> in builder's yard.	5th. After the ship was launched and equipped	<i>9. 10. 11. 15. 17. 18. 19. 22</i>
DATES of Surveys held while building as per Section 18.		Total No. of Visits <i>73</i>

The amount of Entry Fee.....£ *5* : " : " *20/2* 1894
Special Survey Fee£ *165* : *3* : *6*
Damage
Travelling Expenses, if any £ : : "
26/2 1894

Fees applied for,
Received by me,
100A 1 86d

Certificate to be sent to

Glasgow

I am of opinion this Vessel should be Classed
With, or without Freeboard, as condition of Class *✓*

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

Committee's Minute *TUES MAR 2 1897*

Character assigned

*Latrop
+ 2 Mc 2 pp
Elec. light*

100A 1 Steel

2 dks (ste - u Teak's)

+ deep framing 3/4" Rule.

The Surveyors are requested not to write on or below the Committee's Minute.



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Lloyd's Register

GLD177-0076 (2/2)