

IRON SHIP.

(Received at London Office MAY 2 JULY 1884)

No. 14654 Survey held at Newcastle Date, First Survey 13th August 1883 Last Survey 28th June 1884

On the Iron Rigger Screw Steamer "Omni Maru"

TONNAGE under 1673.07

Ditto of Third Spar, 755.06

Ditto of Poop, or 24.52

Ditto of Houses on Deck 7.68

Ditto of Forecastle 2460.33

Gross Tonnage 2460.33

Less Crew Space 948.10

Less Engine Room 1512.23

Register Tonnage as out on Beam 1512.23

ONE OR TWO DECKED, THREE DECKED VESSEL, SPAR, OR AWNING-DECKED VESSEL.

Half Breadth (moulded) 18.5

Depth from upper part of Keel to top of Upper Deck Beams 23.0

Girth of Half Midship Frame (as per Rule) 37.0

1st Number 78.5

1st Number, if a 3-Decked Vessel deduct 7 feet

Length 298.3

2nd Number 234.9

Proportions— Breadths to Length 8.08

Depths to Length—Upper Deck to Keel 9.7

Main Deck ditto 12.97

Master S. J. Valler

Built at Newcastle

When built 1883 & 4 Launched 27th March 1884

By whom built R. G. Armstrong

Owners Kido Unyu Kaisha

Residence Yokio

Port belonging to Yokio

Destined Voyage Japan via Middlesbro

If Surveyed while Building, Afloat, or in Dry Dock.

While building, Dry Dock, Afloat.

LENGTH on deck as per Rule 298 4 BREADTH Moulded 37 1/2 DEPTH top of Floors to Upper Deck Beams 27 3/4 Do. do. Main Deck Beams 19 6 Power of Engines 350 No. of Decks with flat laid Three No. of Tiers of Beams Three

Dimensions of Ship per Register, length, 301 breadth, 37.5 depth, 27.1

KEEL, depth and thickness 10 1/2 x 1 1/2 PLATES in Garboard Strakes, br'dth & thickness 36 12 36 12

STEM, moulding and thickness 10 x 2 3/4 10 x 2 3/4 From Garboard to upper part of Bilges 11 11

STERN-POST for Rudder do. do. 10 1/2 x 6 10 1/2 x 6 Of d'bling at Bilge, or increased thickness, and length applied 11 11

Distance of Frames from moulding edge to moulding edge, all fore and aft 24 24 From up. prt. of Bilge to Ir. edge of Sh'rstrake 40 12 40 13

FRAMES, Angle Iron, for 3/4 length amidships 5 3 8 5 3 8 Main Sheerstrake, breadth and thickness 40 12 40 13

Do. for 1/2 at each end 5 3 7 5 3 7 Of d'bling at Sh'stk. & Ing. applied in way of Ports 10 10

REVERSED FRAMES, Angle Iron 3 1/2 3 8 3 1/2 3 8 From M'n. to Up. or Spar Dk. Sh'rstrake 43 12 40 13

FLOORS, depth and thickness of Floor Plate 12 6 42 6 Up. or Spar Dk Sh'rstrake, br'dth & thckn'ss 43 12 40 13

at mid line for half length amidships Solid floors on every frame

thickness at the ends of vessel 1/16 in. engine room

depth at 3/4 the half-bdth. as per Rule

height extended at the Bilges

BEAMS, Upper, Spar, or Awning Deck 7 7 7 7

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 3 6 3 3 6

Average space alternate frames

BEAMS, Main, or Middle Deck 9 9 9 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space alternate frames

BEAMS, Lower Deck 9 9 9 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space alternate frames

BEAMS, Hold, or Orlop 9 9 9 9

Angle or d'ble Ang. Iron, Plate or Tee Bulb Iron 3 1/2 3 7 3 1/2 3 7

Average space alternate frames

KEELSONS Centre line, single or double plate, 52 x 11 52 x 11

Rider Plate Cellular bottom

Bulb Plate to Intercoastal Keelson with solid floors

Angle Irons on every frame

Double Angle Iron Side Keelson 1/16 in. engine room

Side Intercoastal Plate and 1/16 elsewhere

do. Angle Irons with side intercoastal

Attached to outside plating with angle iron plates as per

LGE Angle Irons sketch of midship

do. Bulb Iron Section

do. Intercoastal plates riveted to plating for length 6 4 9 6 4 9

LGE STRINGER Angle Irons 6 4 9 6 4 9

Intercoastal plates riveted to plating for 1/2 length 6 4 9 6 4 9

DE STRINGER Angle Irons 6 4 9 6 4 9

FRAMES extend in one length from Bilge to gunwale Riveted through plates with 7/8 in. Rivets, about 7" apart.

REVERSED ANGLE IRONS on floors and frames extend near middle line to main deck and to Spar deck alternately

KEELSONS. Are the various lengths of Plates and Angle Irons properly connected? Yes And butts properly shifted? Yes

PLATING. Garboard, double riveted to Keel, with rivets 1 1/2 in. diameter, averaging 5 1/2 ins. from centre to centre.

Edges of Garboards and to upper part of Bilge, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from centre to centre.

Butts from Keel to turn of Bilge, worked carvel, double riveted; with rivets 7/8 in. diameter averaging 3 1/2 ins. from centre to centre.

Butts of Four Strakes at Bilge for half length, treble riveted with Butt Straps 1/16 thicker than the plates they connect.

Edges from Bilge to Main Sheerstrake, worked clencher, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Butts from Bilge to Main Sheerstrake, worked carvel, double riveted; with rivets 7/8 in. diameter, averaging 3 1/2 ins. from cr. to cr.

Edges of Main Sheerstrake, double or single riveted. Upper Sheerstrake, double or single riveted.

Butts of Main Sheerstrake, treble riveted for half length amidships. Butts of Upper or Spar Sheerstrake, treble riveted for half length amidships.

Butts of Main Stringer Plate, treble riveted for half length amidships. Butts of Upper or Spar Stringer Plate, treble riveted for half length.

Breadth of laps of plating in double riveting 5 1/2 Breadth of laps of plating in single riveting 5 1/2

Straps of Keelsons, Stringer and Tie Plates, treble, double or single Riveted? Yes No. of Breasthooks, 5 Crutches, 3

What description of Iron is used for Frames, Beams, Keelsons, Tie, and Stringer Plates, Outside Plating, &c.? Angles & Bulbs - Norman

Manufacturer's name or trade mark, Long & Co. & Hawks Crawshaw & Sons Plates - Hartlepool Malleable Iron Co. Stockton

The above is a correct description Malleable Iron Co. Iron Works Co. West Hartlepool Iron Co. J. & W. Stockton

Owner's Signature, Messrs. Armstrong Mitchell & Co. Surveyor's Signature, James Gibson T. H. Cooke

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

State clearly where plating is of alternate thickness—as distinguished from diminished thickness at ends of vessel.

* If Iron Deck, state if whole or part, and if wood deck is laid thereon.

Lloyd's Register

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

Do the edges of the carvel work and of the butts lay close together throughout their length without requiring any making good of deficiencies? *Yes*

Are the fillings between the ribs 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 the plating? *A few*

main size and length. If of Iron or Steel give Scantlings of

Masts, Bowsprit, Yards, &c., are Iron in Good condition, and sufficient in size and length for the service required. The following is a list of the materials used, and if stamped with Maker's name.

State also Length and Diameter of Lower Masts and Bowsprit

Foremast length extreme 80ft. 3" Mainmast length extreme 69ft 9". Diameter of masts at the partners 22" Two plates in the round 6/16" to 5/16" in thickness. Edges double riveted, and butts double and treble riveted. Makers of Iron West Hartlepool Iron Co

NUMBER for EQUIPMENT		CABLES, &c.		Fathoms.		Inches.		Certificate.	
N ^o .	SAILS.	Chain	270	17 1/2	63-5-0-0	270	-17 1/2		
		(State Machine where Tested, Date, or No. of Certificate, & Name of Superintendent.)	break Ring strain	88-10-0-0					
Fore Sails,		Iron Stream Chain	75	1 1/2	22-15-0-0	75	-1 1/2		
Fore Top Sails,		or Steel Wire	break Ring strain	34-2-2-0					
Fore Topmast		or Hempen Strm	100	4	Test as per	100-12			
Stay Sails,		Cable	90	4 1/2	Certificates	90-9 1/2			
		Towline, Hemp	Bullivant & Co	makers					
		or Steel Wire				90-8			
Main Sails,		Hawser	90	8					
Main Top Sails,		Warp	Two 120	6					
and		quality	Good	120	4 1/2				

once connected with the case.

The Supt. of
New York State
and

By J. H. Hetherston
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The Windlass is Good sufficient in size and Good Capstan Good and Rudder Good Pumps Good
Rigging Wear Standing and Running Rigging Hemp Sashes glazed How secured in ordinary weather? Bolted down

Engine Room Skylights.—How constructed? *iron frame, canvas covers*
 What arrangements for deadlights in bad weather? *Wire gratings & canvass covers*
 How are lids secured? *By studs* Height above deck? *Flush*

Coal Bunker Openings.—How constructed? *flush deck*
 for clearing upper deck of water, in case of shipping a sea? *flush deck, sea*

iron and wood rails

Cargo Hatchways.—How formed: *16' x 12'* Fore hatch *on m. 12 x 10* Quaternary hatch *on m. 12 x 10*
State size Main Hatch *16' x 12'* D. L. *on m. 12 x 10*

If of extraordinary size, state how framed and secured? *Ordinary*
 of lifting beams? *Bull plate shifting beam and wood fore & aft*

Hatches, If strong and efficient? Yes

Order for Special Survey No. 1794 days 1883 Augt. 13. 24. 31. Sept. 6. 11. 17. 20. 27. 30. Oct. 4. 11. 18. 25. 31. Nov. 7. 12. 16. 22. 26. 28. Dec. 1. 6. 11. 17. 26. 28.

Date 13th June 1883

Surveyor's building Station 1

2nd. On the plating during the process of riveting

3rd When the beams were in and fastened,

1884 Jan'y 4.7.16.21.30. Feb'y 1.5.8.12.15.27.29. March 1.5.8.12.15.27.29. April 1.5.8.12.15.27.29. May 1.6.12.16.22.

Order for Ordinary Survey No. 37.12.20.28.26.28. Apr 5.7.10.13.16.17.21.28

No. 468 in builder's yard. Date 1/20/1918 held as per 5th. After the ship was launched and equipped.

State dates of letters respecting this case _____

General Remarks (State quality of workmanship, etc.) *this is a Spar decked vessel and is a sister ship to the U.S.S. it is the third of the*

"Yamashiro Maru" two Report No 17549, except in the thickness of main sheerstrake which is $1\frac{1}{16}$ ", and the plating between main and span sheerstrake $1\frac{1}{16}$ " in thickness, as approved per Secretary's letter of 28th Octr 1880. Tanks tested with water to the height of load line and found satisfactory, and the general quality of the workmanship is good there. The form setting forth the length and capacity of inner bottom and peak tanks is hereto attached.

The freeboard 9 ft 2 in Salt water,
in the Secretary's letter of the 19th June 1886 has been marked on the

Vessel's sides and verified by
Hull & Rudder frame & Stern frame Report now forwarded

State if one, two, or three decked vessel, or if spar, or awning decked; and the lengths of poop, bridge, forecabin, or raised quarter deck. (If double bottom, state particulars on separate sheet.)

How are the surfaces preserved from oxidation. *One iron deck, three decks & more*
 I am of opinion this Vessel should be Classed *100A1 Spar decked, 100B2*

The amount of the Entry Fee £ 5 : - : - is received by me, *J. H. Cooke.*
 " " " " " 8/6 : 10 : - *1st July 1884* *Florida Register of British and Foreign Ships*

(to be sent as per margin). Certificate *gratis* : - : -

(Travelling Expenses, if any, £.....). FRIDAY 4 JULY 1834 18
Committee's Minute

Character assigned

2150

A close-up photograph of the bottom edge of a manuscript page. The page is made of aged, yellowish-brown parchment or paper, showing signs of wear and discoloration. The bottom edge is uneven and slightly torn. The page is bound into a dark, textured cover, likely leather or cloth, which is visible at the very bottom. The lighting is soft, highlighting the texture of the parchment and the binding.