

State if Report is sent on the Machinery of the Vessel.....yes

No. 1694

Last Survey 26th June 1926

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) *Complete Superstructure with Tonnage Opening* State Type of Erections *disconnected*

Built at Hamburg

Launched 31st March, 1926 Yard No. 93

Builders Deutsche Werk, A. G.

Owners *Rio Cape Line Ltd.*

Managers *Furness Withy & Co. Ltd*

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Port of Registry London

If surveyed while building, afloat, or in dry dock

While building, afloat and in dry dock

		IN SHIP.		Any Departure from Approved Plans to be Noted.	
MES, Spacing amidships		864			
" from $\frac{1}{2}$ length to Collision bulkhead		685			
" in peaks		610			
FRAMING.		12" 4" .51"			
Name Amidships, $\frac{1}{2}$ length to Collision bulkhead		305 102 13.96			
" Extends up to		2nd deck			
Reversed Frame Amidships, Angle					
" Extends up to					
Depth of Framing Girder		305			
Frames in Uppermost Continuous 'tween Decks, $\frac{1}{2}$ length to Collision bulkhead		170 85 10			
" Second 'tween Decks, $\frac{1}{2}$ length to Collision bulkhead		305 102 13.96			
" Third " " "		230 90 12			
Framing in Peaks, $\frac{1}{2}$ length to Collision bulkhead		240 90 12			
Number and Spacing of Rivets through Frame and Shell Plating amidships		25 135-145			
If Frame Joggled		no			
FRAMING ARRANGEMENTS (Sec. 7), state system and particulars		4 web frames on 3rd & 4th frame 3 side stringers Bottom frames double; 4 side girders; Shell plating midship thickness.			
STRENGTHENING OF BOTTOM FORWARD. State Particulars					
DECK BOTTOM.					
Frames, Depth and thickness at mid-line in Holds					
Height of Brackets at side above base line at toe of frame					
Main Line Keelson, on Floors, Angles, $\frac{1}{2}$ length to Collision bulkhead					
" Through Plate or Intercoastal Plate					
" Foundation Plate on Floors					
" Flat Plate Keel Angles					
Keelsons, No. each side					
" thickness of Intercoastal Plate					
" Angles					
DECK BOTTOM.					
Floors, thickness and spacing		11.4 every frame			
" Are Frame and Reversed Frame joggled?		no			
Bracket Floors, breadth and thickness at middle line					
" breadth and thickness at margin plate					
Bracket Floors, Frame					
" Reversed Frame					
" Vertical Struts					
Centre Girder, depth and thickness amidships		1300-15.9			
" top Angles		90 90 14			
" bottom Angles		130 130 17			
Side Girders, No. each side and thickness		two 11.4			
Margin Plate depth (excl. of flange) and thickness		1160 14.4			
" Vertical Angle to Tank side Bracket abaft $\frac{1}{2}$ len. from stem		160 160 15			
" Vertical Angle to Tank side Bracket forward $\frac{1}{2}$ len. from stem		160 160 15			
" Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		580 11.4 continuous plate			
" Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		580 11.4 continuous plate			
Tank Side Brackets, height above base line at toe of Frame and thickness		2000-13			
INNER BOTTOM PLATING.					
Breadth and thickness of Middle Line Strake		1760 14.4-11.9 1440-11.9			
Thickness of remainder in Holds		13.4 10.9			
Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?		yes			
BEAMS.					
Uppermost Continuous Deck, amidships		230 90 11			
" in way of Bridge, Angle, $\frac{1}{2}$ length to Collision bulkhead					
" Spacing		every frame			
Second Deck, amidships, $\frac{1}{2}$ length to Collision bulkhead		254 89 12.2 10.3 10.3 10.3			
" Spacing		every frame			
Third Deck, amidships, $\frac{1}{2}$ length to Collision bulkhead		254 89 10.2 10.3 10.3 10.3			
" Spacing		every frame			
Fourth Deck, amidships, Angle, $\frac{1}{2}$ length to Collision bulkhead					
" Spacing					
Poop Deck, Angle, $\frac{1}{2}$ length to Collision bulkhead					
" Spacing					
Bridge Deck, Angle, $\frac{1}{2}$ length to Collision bulkhead					
" Spacing		120 85 14.5			
Forecastle Deck, $\frac{1}{2}$ length to Collision bulkhead		170 85 9			
" Spacing		810 460			

PILLARS AND DECKS.			
		24 1/2 IN. SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS. No. of Rows. <i>2</i>		168 16.5	
" in 'tween Decks, Size and Spacing.....		170 16.5	
" " " " " ".....		190 10	
" " " " " ".....		170 12	
" " " " " ".....		280 12.5	
" " " " " ".....		316 12.5	
" in Holds.....		335 13	
" " " " " ".....		430 15	
" " " " " ".....		480 16	
Centre Line Bulkhead.			
Stiffeners and Spacing.....			
Plating, thickness of			
STRINGERS AND DECKS.			
Uppermost Continuous Deck.			
Stringer Plate, breadth and thickness.....		1900 16.8	
" " " " " in way of Bridge.....			
" Angle.....		150 150 16.5	
Thickness of Plating abreast Deck openings.....		142 11 9.2	
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings.....		107 9.2	
If Sheathed, material and thickness		not sheathed	
Second Deck.			
Stringer Plate, breadth and thickness.....		1900 16.3	
Stringer Plate, breadth and thickness in way of Bridge.....			
Thickness of Plating abreast Deck openings.....			
Thickness of Plating abreast Deck openings in way of Bridge			
Thickness of Plating within line of openings.....			
If Sheathed, material and thickness			
Third Deck.			
Stringer Plate, breadth and thickness.....		1900 9.7	
If Plated, state thickness.....		8.8-8.2	
Fourth Deck.			
Stringer Plate, breadth and thickness.....			
If Plated, state thickness			
Poop Deck.			
Stringer Plate, breadth and thickness			
Plating, Sheathing, material and thickness			
Bridge Deck.			
Stringer Plate, breadth and thickness.....			
Plating, Sheathing, material and thickness			
Forecastle Deck.			
Stringer Plate, breadth and thickness.....		900 10	
Plating, Sheathing, material and thickness		not sheathed	

SCANTLINGS.				RIVETING.								
AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.		BUTTS.					
AMIDSHIPS.		FORWARD.	AFT.		State if jagged?	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAIPPED OR LAPPED.		
Breadth.	Thickness.	Thickness.	Thickness.					SINGLE OR DOUBLE.	Diam.		Spacing cr. to cr.	Diam.
Inches.	Inches.	Inches.	Inches.			Inches.	Inches.	Inches.	Inches.			
1000.	1000.	1000.	1000.			1000.	1000.	1000.	1000.			
FLAT PLATE KEEL	1900	22.2	19.7	19.7		double	25	96	4	25	98	happed
in way of dead keel	"	26.7	"	"		"	28	108	4	28	112	"
" DELG. (if any)	"	"	"	"		"	"	"	"	"	"	"
BOTTOM PLATING, No. of Strakes	17.4	17.4	17.4	17.4		double	25	96	4	25	100	happed
BILGE PLATING, No. of Strakes	17.4	15.5	17.4	17.4		"	"	"	4	"	"	"
SIDE PLATING, No. of Strakes	17.4	17.4	17.4	17.4		"	"	"	4	"	"	"
UPPER DECK, Sheer-strake	1320	48.7	12.7	12.7		"	"	"	4	25	100	"
UPPER DECK, Sheer-strake in Bridge ...	"	"	"	"		"	"	"	"	"	"	"
STRAKE BELOW Sheer-strake	1890	17.9	12.7	12.7		double	25	96	4	25	100	happed
STRAKE BELOW Sheer-strake in Bridge ...	"	"	"	"		"	"	"	"	"	"	"
POOP SIDE PLATING	"	"	"	"		"	"	"	"	"	"	"
BRIDGE SIDE PLATING ...	"	"	"	"		"	"	"	"	"	"	"
FORE'C'TLE SIDE PLATING	"	11.2	"	"		single	19	76	1	19	66	happed

Total No. of W.T. BULKHEADS in Vessel—		8			Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
Extending to Upper Deck (Sec. 8 c)		1						
" Deck next below		7						
As per Rule		7						
			STIFFENERS.					
		Plating Thickness.						
		VERTICAL.	HORIZONTAL.					
		Scantlings/Spacing.	Scantlings/Spacing.					
MIDSHIP BULKH'D. Upper tween decks		7.6	140 55.75	760	"			
" " Second "		8.0	160 70.65	700	"			
" " Third "		"	"	"	"			
" " Holds		"	100-120 11-12.6	700	"			
COLLISION " (in Hold)		12.5	150-200 12.5	676	"			
AFTER PEAK " "		9.5-8.8	200-240 10.125	610	"			

EQUIPMENT No. <u>40672</u>												LETTER <u>dt</u>		ANCHORS.	
Number of Certificate.	Anchors.	WEIGHT, EK. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 33.	Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.				
<u>29576</u>	1st Bower ...	<u>77</u>	<u>2</u>	<u>10</u>	✓	✓	✓	<u>57</u>	<u>8</u>	<u>3</u>	<u>0</u>	} <u>232</u>	<u>Byers Improved Hollandist</u>	<u>W. S. Byers</u>	<u>Swedish 29.3.26. Muller</u>
<u>29577</u>	2nd „ ...	<u>77</u>	<u>2</u>	<u>14</u>	✓	✓	✓	<u>57</u>	<u>12</u>	<u>2</u>	<u>0</u>				
<u>29578</u>	3rd „ ...	<u>77</u>	<u>1</u>	<u>0</u>	✓	✓	✓	<u>57</u>	<u>8</u>	<u>3</u>	<u>0</u>				
	Collective weight, <u>232</u>	<u>1</u>	<u>14</u>	✓											
<u>29580</u>	Stream	<u>29</u>	<u>3</u>	<u>14</u>	✓	✓	✓	<u>28</u>	<u>10</u>	<u>2</u>	<u>14</u>	<u>29:1:14</u>			

Number of Certificates	Length and size supplied.		Test per Certificate.		RIGHT OF CHAIN CABLE.		Length and Size per Table No.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	HAWERS & WARPS.						
	Fathoms.	Diam.	Status.	Break- ing.	Supplied.		Per Rule.	Length. Fathoms.				Diam. Ins.	Material.	Length and Size supplied.		Breaking Test of Steel Wire.	Length and Size per Table No.	
					Tons.	Tons.								Owts. qrs. lbs.	Owts.		Fathoms.	Ins.
29322	200	5 1/2	10 1/2	157 1/2	900	1:0	940	800	5 1/2	Star Line R. S. S. Steel Wire	Card. 20. H. 35	General Falmouth	210	5 1/2	200	5 1/2	210	5 1/2
Spec. Steel Chain (Iron Steel Wire)	120	4 1/2	Dip.	635				110	4 1/2	Galley Road Jardine's Cable Co. Yellow River in	A. Jones	HAWERS & WARPS Manilla	6 1/2	5 1/2	26.2	6 1/2	5 1/2	
													6 1/2	5 1/2		6 1/2	5 1/2	

Steering Gear, *800mm electrically driven; efficient* Steering Gear, Hand *✓*

Boats *4 lifeboats* Steering Chains, Size and Test *✓* Windlass *electrically driven; efficient*

Ceiling in Holds, thickness and material *2 1/2" pine on transverse battens* Cargo Battens, thickness, material and spacing *150x50 mm; 230 mm clear spacing*

Cargo Hatchways.—(Upper Deck) *800 mm steel wearings & angles* Thickness of Hatches *70 mm.*

Size of No. 1 Hatchway (Forward) *22' 10"* No. 2 *31' 2" 18"* No. 3 *31' 2" 18"* No. 4 *25' 6" 18"* No. 5 *31' 2" 18"* No. 6 *31' 2" 18"*
No. 7 *12' 10"*

Number of Shifting Beams and/or Fore and Afters *No. 1 hatchway = 3 shifting beams; Nos. 2, 3, 5 & 6 = 5; No. 4 = 4; No. 7 = 2.*

Builder's Signature

GENERAL DECLARATION. This vessel has been built in conformity with the amended approved plans and the Requirements embodied in the Secretary's letters and in all other respects in accordance with the Rules with a view to obtain the Society's Class 100 A1 with freeboard. The materials used in the construction have been made at works approved by the Committee and tested as required by Rules. The workmanship throughout is good, all parts comparing well with each other and satisfactorily riveted together. The double bottom tanks, peak tanks, deep tanks, bulkheads, tunnels, water-tight doors and weather decks have been tested as required by the Rules and found tight. The siding in holds is laid on transverse battens leaving 2" air space between tank top and siding. The Panking arrangements have been carried out as approved and the bottom forward has been strengthened as required by the Rules. The freeboard assigned by the Committee has been marked and cut in on vessel's sides and verified. Riggers and cables have been compared with the Certificates and were found in order. The approved plans are returned here with also four Test Certificates are attached.

The amount of Entry Fee £ 10 : 0 : 01 Fees applied for, 28th Jan 1926
Special Survey Fee.... £ 292 : 12 : 61 Received by me, 28th Jan 1926
Richard 12 0 01
Travelling Expenses, if any £ 8 : 7 : 6 28th Jan 1926

I am of opinion the Vessel should be Classed + 100 A1
with placboard.

State whether the Vessel has been built under Special Survey yes _____ Signature I. Christen Th. Goring. _____
Certificate to be sent to the Owners Date of issue 24/7/26 _____
Surveyor to Lloyd's Register of Shipping.

Committee's Minute
Character assigned

Laps: L.C.P. + L.M.C b: 26
 C.L.
 Oil engines

Sister Vessels:				
"Japanese Prince"	Report No. 16680	Yard No. 82	Deutsche Werft A.G.	
"Malayan Prince"	" " 16740	" " 83	" "	" "
"Asiatic Prince"	" " 16787	" " 93	" "	" "
"Japanese Prince"	" " 16835	" " 94	" "	" "
"Chinese Prince"	see Report	" " 95	" "	" "

1. Profile and decks; 2. After framing; 3. Cast steel propeller brackets; 4. Cruiser stern; 5. Additional strengthening fore and aft; 6. Turn frame and rudder; 7. Limber holes at side of duck keel, in way of side girders and in way of floors; 8. Oil tanks; 9. Shell expansion; 10. Alteration to strengthened through beam at frame 154, M. Shipping beams and hatch covers; 11. Rudder guard rail; 12. Rudder tiller; 13. Tackle ports; 14. Revised plan of main engine seating; 15. Turn buckles for pressed doors and finger for pressed doors; 16. Watertight doors below bulkhead deck; 17. Arrangement of Masts and Top masts.

Amidships section showing vessel built has been forwarded with Report No. 16835,
Sister Vessel "Japanese Prince".

1st Bower ^{ant. : gss. : abd.} ~~Antenn. head~~ : Weight: 46:1:8; dropped 12 feet; No. 3742; K.H. 23.2.26 May debut

2nd " " " : 46:0:10; " " ; " 3738; K.H. 23.2.26 "

3rd " " " : 46:2:9; " " ; " 3751; K.H. 23.2.26 "

No. and Material of Decks (this information is to be given as it should appear in the Register Book) 2 dks. (std) and 14 dks. (ste).

Official No. 148782; Signal Letters K. V. D. P. Is bottom of Vessel coated with cement. no if not given

particulars of composition Peak tanks and Fuel oil double bottom tanks with oil and all bilges asphalt.
Record: "pt cem & pt asp."

Where Fitted.	*Length.	Water Capacity.	Where Fitted.	*Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	113	241	Fore peak tank,	24	130
Double bottom, under Engines and Boilers,	✓	✓	After peak tank,	28	156
Double bottom, if under Engines only, <i>Motor room</i>	48	217	Deep tank, aft,	28	975
Double bottom, if under Boilers only,	✓	✓	Deep tank, forward,	14	491
Double bottom, forward,	206	928	Other tanks, if fitted,	✓	✓
Total capacity of double bottom		1386	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks.

Order for Special Survey No. 103

Date 6.3.25

Dates of Surveys held while building

1925: 7 July: 4, 7, 10, 13, 22, 25, 31 August: 8, 16, 23, 29 Sept.: 28 Oct.: 24 November: 7, 11
18 December.

1926: 7, 20 January: 3, 8, 14, 16, 27 February: 6, 12, 17, 18, 19, 22, 24, 26, 27, 29, 30 March:
14, 22 April; 7 May; 9, 19, 15, 16, 18, 23 June.

Total No. of Visits 45

Total No. of Visits.....43.....