

001513-0016 12



WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.		Inches per Rule.		Inches in Ship.		Inches per Rule.	
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
THREE		D:		KEEL PLATE		D:	
28" x 44"		D:		10 1/2" x 2 1/4"		D:	
No. of Side Stringers				STEM, moulding and thickness			
ONE		D:		9" x 7 1/2"		D:	
WEB-FRAMES, In E. & B. Space, No. & spacing				STERN-POST for Rudder do. do.			
33" x 44"		D:		10 1/2" x 7 1/2"		D:	
brdth. & thickness				for Propeller			
7" x 3 1/2" x 66"		D:		RUDDER—A x D Table 22. Speed 10 1/2 knots. 440-64		D:	
WEB-FRAMES, In After Body, No. and spacing				Main-Piece, diameter at head			
6" x 6" x 66"		D:		9 1/2"		D:	
brdth. & thickness				at heel			
7 1/4"		D:		7 1/4"		D:	
BRACKET PLATES to Stringers between Web Frames, depth and thickness				RUDDER, how constructed			
E & B. SPACE		D:		SINGLE PLATE		D:	
BULKHEADS.				Thickness of Plates Single Plate			
Number.		STIFFENERS.		Can the Rudder be unshipped afloat?		YES.	
Vessel.		Per Rule.		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.	
W.T. BULKHEADS		FR.		CARNegie STEEL CO. JONES & LAUGHLIN.		U.S. STEEL PRODUCT CO. EASTERN STEEL CO.	
6		6		Has the Steel been tested as required by the Rules?		YES.	
1/4		1/4		PLATING.		RIVETING.	
80		80		AS IN SHIP.		EDGES.	
57		57		PER RULE OR AS APPROVED.		ORDINARY or JOGGLED.	
36		36		AMIDSHIP.		BUTTS.	
144		144		BREADTH.		IF LAPPED.	
8		8		THICKNESS.		TEST.	
COLLISION.				SHEER.			
LONGITUDINAL.				BR. SIDES.			
Are the outside Plates doubled two spaces of Frames in length?				BR. SHEER.			
BRACKETS FITTED.				P.			
Are the Plates Watertight Doors in efficient working order?				Q.			
YES.				R.			
				S.			
				T.			
				U.			
				V.			
				W.			
				THICKNESS OF SHEERSTRAKE.			
				CLEAR OF LONG BRIDGE.			
				DO. OF STRAKE BELOW.			
				DBLG. of Flat Plate Keel.			
				Sheerstrakes.			
				Length and thickness.			
				POOP SIDES.			
				SHORT BRIDGE SIDES.			
				FORECASTLE SIDES.			
				Upper Deck.			
				Stringer Plate.			
				Second Deck.			
				Stringer Plate.			
				FRAMES extend in one length from.			
				REVERSED FRAMES on floors and frames extend from.			
				MASTS, SPARS, &c.			
				LOWER MASTS.			
				Bowsprit.			
				Topmasts, Yards and Remainder of Spars.			
				Rigging, Material and Size, Shrouds.			
				Sails.			

EQUIPMENT No. 33290				LETTER 2				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS																																			
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.																															
196		1st Bower		65 1 17		57 5 0 0		51 0 0 0		63 3 0		OSHIMA TYPE		OSHIMA S.W. OSHIMA		4-5-20 A.E.																															
193		2nd "		64 3 8		D:		51 0 0 0		D:		D:		D:		D: 30-4-20 A.E.																															
192		3rd "		55 0 17		D:		45 10 2 14		D:		D:		D:		D: 20-4-20 A.E.																															
198		4th "		185 1 14		4 2 22 19 13 0 14		182 0 0		D:		D:		D:		D: 18-5-20 A.E.																															
199		Stream		18 2 18		0 8 10 10 0 0		17		D:		D:		D:		D: 18-5-20 A.E.																															
		Kedge		8 1 12		0 8 10 10 0 0		17		D:		D:		D:		D: 18-5-20 A.E.																															
Particulars of Drop Test of Cast Steel Anchors, viz.:-				1st Bower				65-1-17				A.E.				N: 196				4-5-20																											
Weight, Surveyor's Initials, Number of Certificate, Date of Test.				2nd "				64-3-8				A.E.				N: 193				30-4-20																											
				3rd "				55-0-17				A.E.				N: 192				20-4-20																											
				4th "																																											
CHAIN CABLES.																HAWSEERS AND WARPS.																															
Number of Certificate.				Length and size supplied.				Test per Certificate.				WEIGHT OF CHAIN CABLE.				Length and size supplied.				Test per Certificate.				Description.				Makers of Cables.				Where and when tested, and Superintendent.				Material.				Length and size supplied.				Test per Certificate.			
125				27 1/2 2 1/2 9 1/8 12 1/2 7 1/8 0 15 6 8 1-11				27 0 2 1/2				STUD LINK KANTO C.W.				YOKOHAMA 17-5-20 A.E.				TOWLINE G.S.W.				120 3 5 12 0 5				40 2 1/2 15 5 12 0 5				20 2 1/2 15 5 12 0 5				20 2 1/2 15 5 12 0 5											
				90 4 3/4 47																																											
Boats FOUR LIFE BOATS. 1 VOLL. 1 TEMPA																Steering Gear, Steam EFFICIENT																															
Pumps, Number ONE DOWNTON PUMP																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 COAMINGS.																What arrangements for deadlights in bad weather? BULLS EYES & SHUTTERS																															
Coal Bunker Openings.—How constructed? STEEL COAMINGS.																How are lids secured? BATTENS & CLEATS																															
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. 5 SCUPPERS EACH SIDE. 8 FREEING PORTS EACH SIDE 3 1/4 x 1 1/4																Ceiling in Holds, thickness and material 2 1/2 TESHIO MATSU																															
Cargo Hatchways.—How formed? STEEL PLATES & ANGLES																Hatches, If strong and efficient? YES																															
State size No. 1 Hatch (Forward) 27' x 18' x 2'																No. 2 Hatch 30' x 18' x 2'																															
No. 3 Hatch 13' x 16' x 1 1/2'																No. 4 Hatch 30' x 18' x 2'																															
Number of Web Plates, Shifting Beams and Fore and Aft to each Hatch 1 1/2 x 4 x 5 HATCHES EACH 5 BEAMS. N: 6. 10 x 16 x 1 1/2 ON POOP																No. of Breasthooks FOUR																															
No. of Crutches DEEP FLOORS																Bulwarks, height above deck and description 4' 0" x 25" PLATE																															
Main Rail, material and size 6' 3 1/2" x 38" BULL ANGLE.																The foregoing is a correct description.																															
Builder's Signature (here only) J. J. J.																Surveyor's Signature James Grichton.																															
Surveyor to Lloyd's Register of Shipping.																																															
Correspondence.—State dates and initials of letters respecting this case (Reference should be made in 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 facing 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 plans. The material and workmanship are good.																																															
Wireless Installation fitted.																																															
Machinery Section of Vessel as built is forwarded herewith.																																															
This Vessel is a Sister Vessel of S.S. HAMBURG MARU																																															
REPORT No. 2760.																																															
The Surveyor should state the Number of Report and Name of any Sister Vessel.																																															
Plans to be forwarded with P.E. Report showing vessel as built.																																															
The amount of Entry Fee YEN.: 90																																															
Fees applied for, 22-2 1921																																															
Special Survey Fee... £ 2741																																															
Received by me, 27-3 1921																																															
Travelling Expenses, if any, £ 30																																															
State whether the Vessel has been built under Special Survey YES																																															
I am of opinion this Vessel should be Classed + 100 A.1.																																															
With, or without Freeboard, as condition of Class WITHOUT FREEBOARD.																																															
Committee's Minute TUE. MAY. 23 1921																																															
Character assigned 100A1																																															
+ Lmb. 2.21																																															
J.D. C.L.																																															



FORGINGS & CASTINGS

DESCRIPTION	MATERIAL	MARK	WHERE MADE	WHERE TESTED	DATE	SURVEYOR
UPPER STEM	FORGED STEEL	U.S.B.	OSHIMA S.W.	OSHIMA	25-9-20	A.E.
LOWER STEM	D: D:	U.S.C.	D:	D:	D:	A.E.
STERN FRAME	CAST STEEL	S.F.2.	D:	D:	9-4-20	A.E.
RUDDER STOCK	FORGED STEEL	R.S.2.	D:	D:	12-10-20	A.E.
RUDDER MAIN PIECE.	D: D:	R.M.2.	D:	D:	12-10-20	A.E.
RUDDER ARMS.	CAST STEEL	A.B.C.D.E.(4)	D:	D:	12-10-20	A.E.
TILLER	D: D:	R.T.2.	D:	D:	12-12-19	J.S.C.

FRAMING

	AS ON SHIP	AS APPROVED
FRAMES IN PEAKS	8*3½* <sup>29</sup> / <sub>64</sub> BULB ANGLE	8*3½* <sup>29</sup> / <sub>64</sub> BULB ANGLE
FRS. IN WAY OF TUNNEL RECESS	10*3½*5	10*3½*5
INTERMEDIATE FRs. "	7*3½* <sup>25</sup> / <sub>64</sub>	7*3½* <sup>25</sup> / <sub>64</sub>
FRS. AT 27" SPACING.	10*3½* <sup>9</sup> / <sub>16</sub>	10*3½* <sup>9</sup> / <sub>16</sub>
INTERMEDIATE FRs. D:	7*3½*4 ANGLE	7*3½*4 ANGLE.
FRS. AT 33" SPACING	10*3½*3½*5 CHANNEL .65 FL.	10*3½*3½*5 CH. .65 FL.
INTERMEDIATE FRs. D:	7*3½* <sup>25</sup> / <sub>64</sub> BULB ANGLE	7*3½* <sup>25</sup> / <sub>64</sub> BULB ANGLE

EXTENT OF MAIN FRAMES.

IN WAY OF FORECASTLE. TO F'CLE AND 2<sup>ND</sup> DECKS ALTERNATELY.  
 " " BRIDGE TO UPPER AND 2<sup>ND</sup> DKS. ALTERNATELY AND  
 EVERY FOURTH TO BRIDGE DECK.  
 IN AFT PEAK. ALL TO UPPER DECK. REMAINDER TO UPPER  
 AND 2<sup>ND</sup> DECKS ALTERNATELY.

PILLARS

TO SECOND DECK 4 ANGLES 8\*8\*.64 ✓ TO 6\*6\*.5 ✓  
 TO UPPER DECK. DOUBLE CHANNELS 8\*3½\*3½\*.5 ✓ TO 6\*3\*3\*.5  
 TO BRIDGE DK. " 6\*3\*3\*.5 ✓  
 TO POOP DK. 4 ANGLES 3\*3\*.36 ✓

PILLARS SPACED AS PER. APPROVED PLAN.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 38.5 ft., R.Q.D. ✓ ft., Bridge 121 ft., Forecastle 40 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. 2 TIERS OF BEAMS.  
 Official No. 149; Signal Letters Q.B.N.Y. State if Machinery is fitted aft AMIDSHIPS.  
 How are the surfaces preserved from oxidation? Inside TANKS CEMENT. HOLDS PAINT Outside 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. Feet.	Water Capacity. Tons.	Where Fitted.	Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	126.6	363	Fore peak tank,	20	133
Double bottom, under Engines and Boilers,	24.9	95	After peak tank,	16	92
Double bottom, if under Engines only,	22.0	87	Deep tank, aft,		
Double bottom, if under Boilers only,	176.9	555	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
			(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks 350.

State whether the above have been tested as required by the Rules

YES.

Order for Special Survey No. 15  
 Date 26-8-19.  
 No. 102 in builder's yard.  
 DATES OF SURVEYS held while building  
 1920. APRIL. 22. 29. MAY 5. 13. 27. JUNE 3. 8. 10. 15. 22. 24. 29. JULY 6. 8.  
 13. 15. 20. 27. AUG. 6. 10. 12. 17. 19. 24. 26. SEPT. 7. 9. 18. 21. 30.  
 OCT. 5. 7. 12. 19. 21. 26. NOV. 4. 11. 18. 25. 30. DEC. 10. 14. 23.  
 1921. JAN. 6. 13. 18. 27. FEB. 1. 3. 10. 15. 20. 27. 21.  
 Total No. of Visits 55

Surveyor's Signature

James Prichard

Lloyd's Register Foundation