

Received at London Office

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

Port of Whiddow's bridge - on
Date, First Survey 24th January Last Survey Rid

Rig Zone & dist

| | | |
|--|---------|-------|
| CLASS | +100 A1 | FEET. |
| Breadth (greatest moulded) | | 42.00 |
| Depth, at middle of length from top of keel to top of upper deck beams at side..... | } } | 20.58 |
| Transverse Number..... | | 62.58 |
| Length on deck from fore part of stem to after part of stern post..... | } } | 275.0 |
| Longitudinal Number..... | | 17209 |
| Depth "d," at middle of length (See Secs. 2 & 13) | | 12.33 |
| Proportions—Depths to Length—Upper Deck Beam at side to top of keel | } } | 13.36 |
| “ “ Long Bridge Deck Beam at side to top of keel | } } | v |
| Destined Voyage Japan via Cardiff If Surveyed wh | | |

Master *Mamoru Maeda*
Year of appointment { (1) As Master in service of owner of present vessel:—1907
(2) As Master of this vessel:—1911
Built at *Middlesbrough - on. Eng.*
When built *1911* Launched *13.6.11*
By whom built *Lt. R. Dixon 1912 d*
Owners *Mitsui Bussan Kaisha Ltd*
Managers
(Where necessary to be entered in Reg. Book.)
Residence *Tokyo*
Port belonging to *Mitsui*
Building, Afloat, or in Dry Dock *Yes*

| | Feet. | Inches. | BREADTH— | Feet. | Inches. | DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams | Feet. | Inches. | No. of Decks with flat laid |
|--|-----------------|---------|--------------|-------|---------|---|-------|-------------------------------|--|
| per Rule | 27 ⁵ | 0 | Moulded | 42 | 0 | Do. do. do. do. Second Dk. Beams | 18 | 5 ¹ / ₂ | one |
| | | | | | | | | | No. of Tiers of Beams .. |
| Dimensions of Ship per Register, Length 275.5 breadth 42.3 depth 18.15 | | | | | | Moulded depth, ft. ins. To Bridge Dk. | | | Round of Upper } 10 ¹ / ₂ ins. |
| | | | | | | Moulded depth, ft. 20 ins. 7 To Upper Dk. | | | Dk. Beam, Actual } |

[illegible]

Form No. 1A

| WEB FRAMES. | | | | Inches in Ship. | Inches in Ship. | Inches per Rule, Or as Ap- proved. |
|--|---------------------|--|--|--------------------|--------------------|---|
| WEB-FRAMES, In Fore Body, No. and spacing | | | | | | |
| " " | breadth & thickness | | | | | |
| " "No. of Side Stringers " | | | | | | |
| WEB-FRAMES, In E. & B. Space, No. & spacing | | | | | | |
| " " | breadth & thickness | | | | | |
| WEB-FRAMES, In After Body, No. and spacing | | | | | | |
| " " | breadth & thickness | | | | | |
| " "No. of Side Stringers " | | | | | | |
| " Size of Face Angles to Web-Frames..... | | | | | | |
| BRACKET PLATES TO STRINGERS between Web Frames, depth and thickness.....} | | | | | | |

| BULKHEADS. | Number. <div>Vessel Per Rule.</div> | Thickness. <div>Inches.</div> | STIFFENERS. | | | | Single or Double Framed. | Height up. |
|---------------|--|----------------------------------|--|--|--------|--------|--------------------------|------------|
| | | | Horizontal. <div>Size Spacing Inches.</div> | Vertical. <div>Size Spacing Inches.</div> | | | | |
| W.T.BULKHEADS | 2 | 2 | .3 | - | 9x13 H | 28-30 | S | WORK |
| | After Peak | 1 | 1 | .3-.32 | - | 7x26 V | 24 | S WORK |
| COLLISION " | 1 | 1 | .3-.34 | 7x26 V | 24 | 28-30 | S | WORK |
| PARTITION " | 14 | . | .3 | - | 7x26 V | 33 | S | NONE |
| LONGITUDINAL, | - | | | | | | | |

Are the outside Plates doubled two spaces of Frames in length? Diamonds

Are the Sluice Valves and Watertight Doors in efficient working order? None fitted

| FORGINGS OR CASTINGS. | | Inches in Ship. | Inches per Rule Or as Approved. |
|--------------------------------------|--|-----------------|---------------------------------|
| KEEL, Bar, depth and thickness | | - | - |
| STEM, moulding and thickness | | 9 x 2 1/4 | 8 1/2 x 2 3/8 |
| STERN-POST for Rudder do. do. | | 7 1/2 x 5 1/2 | 7 1/2 x 5 1/2 |
| for Propeller | | 8 1/2 x 5 1/2 | 8 1/2 x 5 1/2 |
| RUDDER-A X D' Table 22. Speed | | 20 239. | 10 1/2 knots |
| Main-Piece, diameter at head | | 7 1/2 | 7 1/2 |
| at heel..... | | 5 1/2 | 5 1/2 |

RUDDER, how constructed Forged Scrap Steel Curved at Pintle Horns Complete

Thicknes of Plating or Single Plate 1"

Can the Rudder be unshipped astern? Yes

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 Open Hearth

Dukow Vanghan & Co, Cargo Road, Coromandel, Madras, India

Latham Brothers, Boston Long Island City N.Y.

Has the Steel been tested as required by the Rules? Yes

| STRAKES. | AS IN SHIP. | | | | | | PER RULE OR AS APPROVED. | |
|--|-------------|------------|------------|------------|----------|------------|--------------------------|------------------------------|
| | AMIDSHIP. | | FORWARD. | | AFT. | Breadth. | THICKNESS. | |
| | Inches. | Thickness. | Thickness. | Thickness. | Inches. | | Inches. | Thickness. |
| | Breadth. | Thickness. | Thickness. | Thickness. | Breadth. | Thickness. | Inches. | Thickness. |
| FLAT PLATE KEEL..... | 43 | .82 | .6 | .6 | 43 | .82 | Double | 6 1 3/4 |
| GARBOARD OR A STRAKE | 71 | .56 | .42 | .46 | | .58 | | 5 1/4 7/8 3 1/2 |
| B State actual thickness in way of Double Bottom. | 71 | " | " | .44 | " | " | " | " |
| C | 72 | " | " | .46 | " | " | " | " |
| D | 58 | " | .44 | .44 | " | " | " | " |
| E | 57 | " | .42 | .46 | " | " | " | " |
| F | 65 | " | " | .44 | " | " | " | " |
| G | 72 | .58 | " | " | 72 | .58 | " | 6 1 3/4 |
| H | 57 | .74 | " | .42 | 57 | .74 | " | " |
| I | | | | | | | | |
| J | | | | | | | | |
| K | | | | | | | | |
| L | | | | | | | | |
| M | | | | | | | | |
| N | | | | | | | | |
| O | | | | | | | | |
| P | | | | | | | | |
| Q | | | | | | | | |
| R | | | | | | | | |
| S | | | | | | | | |
| T | | | | | | | | |
| U | | | | | | | | |
| V | | | | | | | | |
| W | | | | | | | | |
| THICKNESS OF SHEET PILE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DELG. OF FLAT PLATE KEEL Sheerstakes Length and thicknesses } Loop Bolt - 20'-3"x .58 | | | | | | | | |
| POOP SIDES | | .36 | | .32 | | | Single | 2 1/2 3/4 3 Double 3/4 2 1/4 |
| SHORT BRIDGE SIDES ... | | | | " | | | " | " |
| FORECASTLE SIDES | | | .36 | | | | " | Double 3/4 2 1/4 5 5 Full |

| EQUIPMENT No. | ANCHORS. | WEIGHT, E.A. STOCK | WEIGHT OF STOCK | TEST, PER CERTIFICATE | WEIGHT REQUIRED BY TABLE 31. | DESCRIPTION OF ANCHOR. | Makers. | Where and when tested and Superintended. |
|---------------|-------------------|--------------------|-----------------|-----------------------|------------------------------|------------------------|---------------------|--|
| 37294 | 1st Bower ... | 29 0 0 | 7 1 14 | 27 17 2 0 | 28 2 0 | Rodgers | J. Day, London | Dipton B.S.N. P. L. B. N. |
| 37295 | 2nd " ... | 28 3 0 | 7 2 0 | 27 13 3 0 | 28 2 0 | " | " | " |
| 37296 | 3rd " ... | 24 2 0 | 6 1 14 | 24 6 1 0 | 24 0 0 | " | " | " |
| | 4th " ... | | | | | " | " | " |
| | Collective weight | 82 1 0 | | | 81 0 0 | | | |
| 65396 | Stream | 9 2 2 | 2 1 25 | 11 13 1 21 | 9 1 0 | " | J. H. & Co., London | 29.5.11 H. M. S. |
| 59089 | Kedge..... | 4 3 2 | 1 1 0 | 7 5 0 0 | 4 3 0 | " | J. H. & Co., London | 23.3.07 |

| CHAIN CABLES. | | | | | | | | | | HAWSEERS AND WARPS. | | | | | | | | | | | |
|------------------------|---------|---------------------------|------|-----------------------|----------|-----------------------|------|-------------------------------|------|---------------------|-------------------|--|------------------|-----------|-------|---------------------------|---------|--------------------------------------|------|-------------------------------|-------|
| Number of Certificate. | | Length and size supplied. | | Test per Certificate. | | WEIGHT OF CHAIN CABLE | | Length and Size per Table 31. | | Description. | Makers of Cables. | Where and when tested, and Superintendent. | | Material. | | Length and Size supplied. | | Breaking Test of Steel Wire Towline. | | Length and Size per Table 31. | |
| Fathoms. | Inches. | Tons. | Cwt. | qrs. | lbs. | Tons. | Cwt. | qrs. | lbs. | Fathoms. | Inches. | Tons. | Cwt. | qrs. | lbs. | Fathoms. | Inches. | Tons. | Cwt. | qrs. | lbs. |
| 4631 | 120 | 144 | 58 | 77 | 193-0-21 | 185-0-25 | 120 | 144 | 58 | 77 | Stoddart | Ed. 31.5.11. A. B. Baker | TOWLINE | 90 | 3 1/2 | 16 | 90 | 3 1/2 | 16 | 90 | 3 1/2 |
| 4656 | " | " | " | " | 194-1-17 | 187-0-22 | " | " | " | " | " | " | HAWSEERS & WARPS | 40 | 2 1/2 | 12 | 40 | 2 1/2 | 12 | 40 | 2 1/2 |
| | | | | | 387-2-11 | 374-1-22 | | | | | | | " | 20 | 2 1/2 | 12 | 20 | 2 1/2 | 12 | 20 | 2 1/2 |
| | | | | | | | | | | | | | " | 20 | 2 1/2 | 12 | 20 | 2 1/2 | 12 | 20 | 2 1/2 |

Boats Two 22' life & two 17' jolly boats Steering Gear, Steam Machine Steering Gear, Hand R. by J. H. & Co.

Pumps, Number one Donkin Diameter of Barrel 4 1/2 State whether they are in efficient working order Yes

Windlass is Emerson Walker & Thompson Hand & Steam Capstan

Engine Room Skylights.—How constructed? Sheet plates & angles What arrangements for deadlights in bad weather? Bullets

Coal Bunker Openings.—How constructed? Sheet plated angles How are lids secured? Battens & lugs Height above deck? 18" x 26"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Fourteen: Six each side. 2 ports each side 3' x 1'-10 1/2"

Ceiling in Holds, thickness and material 2 1/2" iron Cargo Battsens, thickness and material 6 x 2" iron

Cargo Hatchways.—How formed? Sheet plates & angles Hatches, If strong and efficient? Yes

State size No. 1 Hatch (Forward) 24' 9" x 18' 6" - 27' 5" No. 2 Hatch 27' 6" x 28' No. 3 Hatch 27' 6" x 38' No. 4 Hatch 37' 6" x 28'

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 204: 3 webs: No 2 & 3, Star web: No 4. Four webs

No. of Breasthooks Four No. of Crutches four

Bulwarks, height above deck and description 4' 3" & sheet plate Main Rail, material and size 5 1/2" x 3 1/2" B. Angk

The foregoing is a correct description. Surveyor's Signature J. H. & Co. L. Gilman

Builder's Signature (here only) J. H. & Co. L. Gilman

Correspondence.—State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case). M 27 July 1911

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

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 the plating? A few

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

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

This ship has been built in accordance with the approved plans. The design of above decks and in general conformity with the Rules for the class contemplated. Hand and steam steering gear have been fitted and tried and found efficient. Ridge keels have been fitted about 100' in length composed of a 6 x 4 x .44 T bar and 9" x .45 B. Plate

10 Plans and 2 forging reports are forwarded herewith It is understood that a copy of the Profile and Midline as built will be forwarded as soon as the same can be prepared by the Builder

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

The amount of Entry Fee £ 4 : 0 : 0 Fees applied for 21. 7 19 11

Special Survey Fee £ 73 : 0 : 0 Received by me, J. H. & Co. 19 11

Travelling Expenses, if any £ - : - : -

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed +100 M

With, or without Freeboard, as condition of Class With

Committee's Minute Character assigned

TUE AUG 1-1911

Lloyd's 1960 + L.M.B. & N.

GENERAL REMARKS—(continued).

WEB-FRAM
" No
WEB-FRAM
" No
WEB-FRAM
" No
Size of
BRACKET
Web Fram

BULKHEAD

W.T.BULKHEAD

After Pea

COLLISION
PARTITION
LONGITUDE

Are the outside
Are the Sluice

STR

FLAT PLATE
(If Bar Keel, s
GARBOARD C

State actual
thickness in
way of Double
Bottom.

THICKNESS OF
CLEAR OF LO
Do. OF ST
DBLG. of Fla
" Sh
Length and
POOP SIDES
SHORT BRID
FORECASTLE

Upper D
Stringer

Second I
Stringer

FRAMES
REVERSE

LOWER M

Bowspit

Topmasts,

Rigging,

Sails.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 72.87 ft., R.Q.D. ft., Bridge 16.0 ft., Forecastle 23.37 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). 1st & 2nd cantilever framing
Official No. ; Signal Letters State if Machinery is fitted aft Yes
How are the surfaces preserved from oxidation? Inside Paint & cement Outside Paint

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system or with girders on floors. Cell 173mm

| Where Fitted. | Length. Feet. | Water Capacity. Tons. | Where Fitted. | Length. Feet. | Water Capacity. Tons. |
|--|------------------|--------------------------|--|------------------|--------------------------|
| Double bottom, aft, | | | Fore peak tank, | | |
| Double bottom, under Engines and Boilers, | | | After peak tank, | 15.58 | 85 |
| Double bottom, if under Engines only, 42.6 | 25 | 57 | Deep tank, aft, | 12.75 | 26 |
| Double bottom, if under Boilers only, | 17.5 | 33 | Deep tank, forward, | 193.25 | 430 |
| Double bottom, forward, | 195.75 | 429 | Other tanks, if fitted, | | |
| Total capacity of double bottom | | 579 | (If necessary, furnish further information by sketch.) | | |

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

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

Order for Special Survey No. 182

Date 1st Feb 1906

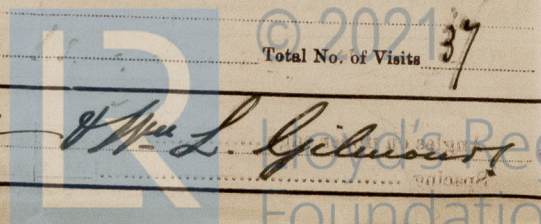
No. 560 in builder's yard.

DATES OF SURVEYS
held while building

19th Jan 24 Feb 13 20 Mar 8 22 Apr 25 27 28 May 2 4 5 16 18 24 25 June 1 2 7

Total No. of Visits 37

Surveyor's Signature J. H. Baker



Rpt. 4.

No. in
Reg. Book

Master

Engines m

Boilers m

Registered

Nom. Hors

ENGINE

Dia. of Cy

Is the scre

in the pro

between the

liners are

Dia. of Tum

collars 12

No. of Fee

No. of Bilg

No. of Don

In Engine

No. of Bilg

Are all the b

Are all conn

Are they fire

Are they each

What pipes

Are all Pipe

Are the Bilg

Dates of exa

Is the Screw

BOILERS

Total Heati

Working P

Can each boi

each boiler

Smallest dista

Thickness 12

long. seams 2

5 Riv

Per centages o

Size of compen

Length of pla

Working press

Pitch of stays

Material of st

Material ste

Diameter at

Thickness 15

Diameter of tu

Pitch across

thickness of gi

Working pres

separately

holes

If stiffened with

Working press