

Spar, or Awning Dk. ~~IRON OR~~ STEEL STEAMER.

No. 11734

State if Report is also sent on the Machinery of the Vessel *yes from Glasgow, Lick*

Port of *Leith* Date of completion of Report *24 Oct. 1906* Received at London Office *NOV 8 1906*

Survey held at *Grangemouth* Date, First Survey *27 Dec. 1905* Last Survey *23rd Oct. 1906*

On the *Stel S. S. "AWAJI MARU"* Rig *Schooner*

TONNAGE under
Tonnage Deck...
Do. between Tonnage Dk.
and 3rd, 4th, Spar or
Awning Dk.
Total under Upper Dk. *1701.06*
Do. of Poop *✓*
Do. of Bridge House *✓*
Do. of Forecasts *33.16*
Do. of Houses on Deck *181.22*
of excess of Hatchways *6.51*
above Crown of
Engine Room *52.48*
Tonnage *1974.43*
Crew Space *103.83*
above Crown of
Engine Room *52.48/186.06*
NAGE FOR FEES... *1818.37*
Engine Room *693.07*
Navigation Spaces *22.87*

SPAR, AWNING OR PART AWNING-DECKED VESSEL,
or a Vessel having a continuous Shade Deck.

CLASS + 100 A.1. Spar Deck.

FEET.

Half Breadth (moulded) *19.00*
Depth from upper part of keel to top of Main Deck Beams *17.04*
Girth of Half Midship Frame (as per Rule) *32.72*
1st Number *68.76*
Length *283.5*
2nd Number *19493.46*
Proportions—Breadths to Length *7.46*
Depths to Length—Main Deck to top of Keel *16.63*

Master *Wm Cockburn*

Year of Appointment

(1) As Master in service of
owner of present vessel:—18
(2) As Master of this
vessel:—*1906*Built at *Grangemouth*When built *1906* Launched *9th Aug. 06.*By whom built *Grangemouth & Greenock*Dockyard Co. *Nippon Yusen, Kurehiki Kaisha*Managers *✓*

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

Residence *✓*Port belonging to *Tokio*Destined Voyage *Japan*If Surveyed while Building, Afloat, or in Dry Dock *Building*

LENGTH on Deck Feet. Inches. BREADTH—Feet. Inches. DEPTH, top of Floors to Spar or Awn. Dk. Beams Feet. Inches. Power of Horse. No. of Decks with flat laid 2
as per Rule. 283 6 Moulded 38 0 Do. do. Main Deck Beams 13 11½ Engines No. of Tiers of Beams 2

Dimensions of Ship per Register, Length *283.3* breadth *38.25* depth. *20.8* Spar ~~Awning~~ Dk. Moulded depth, ft. *23* ins. *3* To Main Dk. *16.3* Round up of *9½* ins.
13.8 Main Deck. Beam, Main Dk.)

FRAMING.			FORGINGS AND CASTINGS.			KEELSONS AND STRINGERS.		
FRAMING.	Inches in Ship.	Inches in Ship.	FORGINGS AND CASTINGS.	Inches in Ship.	Inches in Ship.	KEELSONS AND STRINGERS.	Inches in Ship.	Inches in Ship.
FRAME, Angles, <i>7</i> 7 Bars, for $\frac{1}{2}$ length amidships <i>4½</i> 3 7 <i>4½</i> 3 7			KEEL, Bar or Side Plates, depth and thickness <i>9 x 2½</i> <i>9 x 2½</i>			CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate) <i>9 x 2½</i> <i>9 x 5</i>		
Do. for $\frac{1}{2}$ at each end <i>4½</i> 3 6 <i>4½</i> 3 6			STEM, moulding and thickness <i>9 x 5</i> <i>9 x 5</i>			„ Rider Plate <i>9 x 5</i> <i>9 x 5</i>		
Do. in way of Double Bottoms at Solid Floors .. <i>3</i> 3 7 <i>3</i> 3 7			STERN-POST for Rudder do. do. <i>9 x 5</i> <i>9 x 5</i>			„ Bulb Plate to Intercoastal Keelson <i>7½</i> <i>7½</i>		
„ at intermdt. Dkts. <i>23</i> <i>23</i>			„ for Propeller <i>5½</i> <i>5½</i>			MAIN PIECE of Rudder, diameter at head .. <i>5½</i> <i>5½</i>		
„ of Frames from moulding edge to) <i>5½</i> 3 7 <i>5½</i> 3 7			do. at heel .. <i>5½</i> <i>5½</i>			RUDDER, how constructed <i>Forging and single plate.</i>		
„ moulding edge, all fore and aft <i>7</i> <i>7</i>			Can the Rudder be unshipped afloat? <i>yes.</i>					
„ REVERSED FRAME, Angles <i>5½</i> 3 7 <i>5½</i> 3 7								
„ DEEP FRAMING, depth of girder <i>7</i> <i>7</i>								
„ FLOORS, depth and thickness of Floor Plate) <i>8½</i> <i>8½</i>								
„ at mid-line for $\frac{1}{2}$ length amidships <i>8½</i> <i>8½</i>								
„ in way of Engines and Boilers <i>52</i> <i>52</i>								
„ thickness at the ends of vessel <i>37</i> 7 <i>37</i> 7								
„ depth at $\frac{1}{2}$ the half b'dth as per Rule .. <i>23</i> <i>23</i>								
„ height extended at the Bilges <i>37</i> 9 <i>37</i> 9								
„ FLOORS & BRACKETS, in Cell Dble Bottoms Distance apart. <i>23</i> <i>23</i>								
„ CENTRE GIRDER, in Double bottom, depth) <i>37</i> 9 <i>37</i> 9								
„ and thickness <i>37</i> 9 <i>37</i> 9								
„ Angles, Top <i>3½</i> 3½ 9 <i>3½</i> 3½ 9								
„ „ Bottom <i>4</i> 4 <i>4</i> 4								
„ „ DOE GIRDERS, number and thickness <i>3½</i> 3½ 7 <i>3½</i> 3½ 7								
„ Angles <i>28</i> 8 <i>28</i> 8								
„ MARGIN PLATE, depth (exclusive of flange)) <i>3½</i> 3½ 8 <i>3½</i> 3½ 8								
„ and thickness <i>37</i> 9 <i>37</i> 9								
„ Angles <i>58</i> 8½ <i>58</i> 8½								
„ BULKHEAD PLATING, breadth and thickness in Engine and Boiler space <i>7</i> <i>7</i>								
„ Remainder in Holds <i>9</i> 5½ 10 <i>9</i> 5½ 10								
„ AMS, Spar or Awning Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>7</i> 3 9 <i>7</i> 3 9								
„ Average space <i>23</i> <i>23</i>								
„ AMS, Main Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>23</i> <i>23</i>								
„ Average space <i>46</i> <i>46</i>								
„ AMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>46</i> <i>46</i>								
„ Average space <i>46</i> <i>46</i>								
„ AMS, Hold, or Orlop, Plate or Tee Bulb .. <i>46</i> <i>46</i>								
„ Angles on upper edge <i>46</i> <i>46</i>								
„ Average space <i>46</i> <i>46</i>								
„ AMS, Poop Deck, Angle, Bulb Angle, Plate) <i>46</i> <i>46</i>								
„ or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>46</i> <i>46</i>								
„ Average space <i>46</i> <i>46</i>								
„ AMS, Bridge Deck, Angle, Bulb Angle, Plate) <i>46</i> <i>46</i>								
„ or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>46</i> <i>46</i>								
„ Average space <i>46</i> <i>46</i>								
„ AMS, Forecastle Deck, Angle, Bulb Angle, Plate) <i>46</i> <i>46</i>								
„ or Tee Bulb <i>46</i> <i>46</i>								
„ Angles on upper edge <i>46</i> <i>46</i>								
„ Average space <i>46</i> <i>46</i>								
„ LARKS, In tween Deck, size and spacing <i>46</i> <i>46</i>								
„ „ Hold <i>46</i> <i>46</i>								
„ „ Quarter, tween Dks. <i>46</i> <i>46</i>								
„ „ in Hold <i>46</i> <i>46</i>								
„ WEB FRAMES, In Fore Body, No. and spacing <i>46</i> <i>46</i>								
„ breadth & thickness <i>46</i> <i>46</i>								
„ No. of Side Stringers <i>46</i> <i>46</i>								
„ WEB FRAMES, In E. & B. Space, No. & spacing <i>46</i> <i>46</i>								
„ breadth & thickness <i>46</i> <i>46</i>								
„ WEB FRAMES, In After Body, No. and spacing <i>46</i> <i>46</i>								
„ breadth & thickness <i>46</i> <i>46</i>								
„ No. of Side Stringers <i>46</i> <i>46</i>								
„ Size of Angles or Tee Bars to Web Frames <i>46</i> <i>46</i>								
„ BRACKET PLATES to Stringers between <i>46</i> <i>46</i>								
„ Web Frames, depth and thickness <i>46</i> <i>46</i>								

[illegible]

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case) *M. 4 Dec. 14 Dec. 18 Dec.*
M. 19 Dec. 1904
M. 14 Jan. E. 18 Jan. M. 6 Feb. 22 Feb. 23 Feb.

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 plating? *a few.*

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

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

General Remarks (Same quality of work as above):

The workmanship and materials are good.

This vessel has been in accordance with the approved plan of Midship
Lucian, forwarded to London on the 11th Oct. and in conformity with
the Rules for the class contemplated.

Plan of Profile, Pumping, Cargo Ports, W. & Doors, Pillaring, Hoisting and
2 Hoisting reports are enclosed, also Hel Frames.
The Pumping plan was lost by the builders, but a copy is enclosed.
Report on Machinery with ^{is} sent from Glasgow where the
the Engines & Railies were made.

Not a sister vessel
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 4 ft., R.Q.D. or Break 1 ft., Bridge Dk. 2 ft., F'castle 38 ft.
(in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated 1

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) / *Iron and Spar Dk. and deep framing.*
 Official No. _____; Signal Letters _____
 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 *Yes.*

Where fitted.	Length.	Water Capacity.	Where fitted.	Length.	Water Capacity.
	Feet.	Tons.		Feet.	Tons.
Double bottom, aft,	82	79	Fore peak tank,	19	41
Double bottom, forward,	116	115	After peak tank,	11	28
Double bottom, under Engines and Boilers,			Midship deep tank,		
Double bottom, if under Engines only,	21	43	Other tanks, if fitted,		
Double bottom, if under Boilers only,	17	42	(If necessary, furnish further information by sketch.)		
		279			

State whether the above have been tested as required by the Rules: ☒ Yes ☐ No

1905: 1906

Order for Special Survey No. <u>869</u>	DATES OF VISITS held while building as per Section 18.	1st. On the several parts of the frame, when in place, and before the plating was wrought	<u>Dec 27. Jan. 16. 19. Feb. 2. 9. 12. 13. 14. 26. Mar. 7. 9. 12. 16. 22. 29</u>
Date <u>5 Dec 1905</u>		2nd. On the plating during the process of riveting	<u>April. 2. 4. 12. 17. 19. May. 1. 4. 10. 16. 21. 24. 25. 28. June 1. 5. 13</u>
Order for Ordinary Survey No. <u>1</u>		3rd. When the beams were in and fastened, and before the decks were laid	<u>21. 28. July 3. 23. Aug. 4. 8. 9. 16. 21. 22. Sept. 12. 20. 27.</u>
Date <u>6</u>		4th. When the ship was complete, and before the plating was finally coated or cemented	<u>Oct. 1. 5. 10. 23.</u>
No. <u>287</u> in builder's yard.		5th. After the ship was launched and equipped	Total No. of Visits <u>48.</u>

The amount of Entry Fee.....£ 4: 0: 0
Special Survey Fee ...£ 70: 9: 0
Travelling Expenses if any £ 6: 5: 0

Fees applied for,
7th Nov 1906
Received by me,
13th 11 18th 06
B. H. 11/06

I am of opinion this Vessel should be Classed +100 A1. *Shar Deck*
With, or without Freeboard, as condition of Class *without.*

Certificate to be sent to *Leith*

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

Committee's Minute
Character assigned

FRI, NOV 9 1906
10001
Spark

Lloyd a r b. O. + Lm b. 1006
elec. light