

Form No. 1B

Write "A" for Aft and "F" for Forward in corresponding places.

WEB FRAMES.				FORGINGS OR CASTINGS.				Inches in Ship.		Inches per Rule.	
WEB-FRAMES, In Fore Body, No. and spacing				3 @ 4 ft. 3 in. 3 @ 4 ft. 3 in.				Plat. Ruc			
" " " brdth. & thickness				18 36 18 36				9 x 2 1/2		9 x 2 1/2	
" " " No. of Side Stringers				2 @ 6 ft. 3 in. 2 @ 6 ft. 3 in.				8 3/8 x 6		8 3/8 x 6	
WEB-FRAMES, In E. & B. Space, No. & spacing				14 36 14 36				9 1/4 x 6		9 1/4 x 6	
" " " brdth. & thickness											
WEB-FRAMES, In After Body, No. and spacing											
" " " brdth. & thickness											
" " " No. of Side Stringers											
" " " Size of Face Angles to Web-Frames				5 x 3 1/2 x 5 1/2 5 x 3 1/2 x 5 1/2							
BRACKET PLATES to Stringers between Web Frames, depth and thickness											
BULKHEADS.				STIFFENERS.				RUDDER, how constructed		Tried main piece with 5 morabla arms	
Number. Thickness.				Horizontal. Vertical.				Thickness of Plates or Single Plate		1.04"	
Vessel. Per Rule.				Inches. Inches.				Can the Rudder be unshipped afloat?		Yes	
W.T. BULKHEADS				No. 8 36-26 36-26 36-26 36-26				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.		Consett	
No. 8 36-26 36-26 36-26 36-26				No. 8 36-26 36-26 36-26 36-26				Plates, Plating, &c.		Consett	
" COLLISION "				" 152 " 34-26 36-26 36-26 36-26				Palmer		Carnegie	
PARTITION "				" 152 " 34-26 36-26 36-26 36-26				Yamata Imperial Ste. Works.		Kawasaki Ste. Works.	
LONGITUDINAL "				" 152 " 34-26 36-26 36-26 36-26				Has the Steel been tested as required by the Rules?		Yes	
Are the outside Plates doubled two spaces of Frames in length? Brackets fitted											
Are the Watertight Doors in efficient working order?				Yes							
PLATING.				RIVETING.							
STRAKES.				AS IN SHIP.				PER RULE OR AS APPROVED.			
				AMIDSHIP.				AMIDSHIP.			
				Breadth. Thickness.				Breadth. Thickness.			
				Inches. Inches.				Inches. Inches.			
FLAT PLATE KEEL (If Bar Keel, state Riveting.)				44 84 60 60 44 84				60 84 60 60 44 84			
GARBOARD OR A STRAKE				54 42 44 54				54 42 44 54			
State actual thickness in way of Double Bottom.				B C D E F G H J K L M N O P Q R S T U V W							
THICKNESS OF STRAKE				86 72 42 42 72 56				72 56 72 56 72 56			
CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW				34 34 34 34 34 34				34 34 34 34 34 34			
DBLG. of Flat Plate Keel				34 34 34 34 34 34				34 34 34 34 34 34			
Sheerstrakes				34 34 34 34 34 34				34 34 34 34 34 34			
Length and thickness.				34 34 34 34 34 34				34 34 34 34 34 34			
POOP SIDES				34 34 34 34 34 34				34 34 34 34 34 34			
SHORT BRIDGE SIDES				34 34 34 34 34 34				34 34 34 34 34 34			
FORECASTLE SIDES				34 34 34 34 34 34				34 34 34 34 34 34			
Awning or Shelter Deck				Butts, riveted for half length amidship.				Butts of Side Stringers riveted.			
Stringer Plate				Straps, riveted for whole length amidship.				Tie Plates riveted.			
Upper Deck				Butts, riveted for whole length amidship.				Inner Bottom Plating, riveting of Edges riveted.			
Stringer Plate				Straps, riveted for whole length amidship.				Centre Girder Butts, riveted.			
								Frames, riveted through Plates with 7/8 in. Rivets, about 7 in. apart.			
								Rivets, state whether Iron or Steel.			
FRAMES extend in one length from				to awning & upper decks.				State if ordinary or joggled			
REVERSED FRAMES on floors and frames extend from				to awning & upper decks.				State if ordinary or joggled			
awn. & up. dls. all. in A.P. only.											
MASTS, SPARS, &c.											
				DIAMETER AND THICKNESS.				No. of Plates in round.			
				At Partners. Head. Hoards. Head.				Number. Size. Seams. Butts.			
				Inches. Inches. Inches. Inches.				Inches. Inches. Inches. Inches.			
LOWER MASTS				Fore 55' 6" 22' x 36 20' x 36 18' x 30				3 3 3 3			
Main 56' 6" 22' x 36 20' x 36 18' x 30											
Mizen 56' 6" 22' x 36 20' x 36 18' x 30											
Bowsprit											
Topmasts, Yards and Remainder of Spars				Pine							
Rigging, Material and Size, Shrouds				3-3 1/2 s.w. Main 3-3 1/2 s.w.				Stays 4" Cap 2 1/2 BR 2 1/2			
Sails.				Suit of				Sails, and the following spare sails Main 4" Cap 2 1/2 BR 2 1/2 aft. 2 1/2			

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EQUIPMENT No. 22767 LETTER u				ANCHORS.			
Number of Certificate.				Description of Anchor.			
45533 1st Bower				Taylor type			
45532 2nd "				do			
45531 3rd "				do			
45563 Stream				do			
45562 Kedg				do			
CHAIN CABLES.				HAWSEWS AND WARPS.			
Number of Certificate.				Description of Cable.			
47356 270 1 1/2 67 9 1/2 512 1 1/2 511 1 1/2 270 1 1/2 5 L.				Noah Bloomer			
90 4 1/2 35				Lorrie Sinks			
Boats 4 duple 26 ft x 8 ft x 3 1/2 ft 1 Sampson 16 ft x 5 ft x 3 ft.				Steering Gear, Steam by Builders			
Pumps, Number 4 duple 26 ft x 8 ft x 3 1/2 ft 1 Sampson 16 ft x 5 ft x 3 ft.				Steering Gear, Hand by Builders			
Windlass is by Builders				Capstan combined			
Engine Room Skylights. How constructed? Plating				What arrangements for deadlights in bad weather? Glass in steel frames			
Coal Bunker Openings. How constructed? Plating				Height above deck? Flush			
Number of Scuppers, and dimensions of Freeing Ports, &c. Scup 3 a side F.P. 3 a side F.P. 3 a side aft. 4 x 10 1/2 ft x 10 1/2 ft				Cargo Batts, thickness and material 6 x 2 1/2 6 apart			
Ceiling in Holds, thickness and material 2 1/2 pine				Hatches, If strong and efficient? Yes			
Cargo Hatchways. How formed? Plating				No. of Breasthooks 3 x 4 steel plate No. of Crutches dup floors.			
State size No. 1 Hatch (Forward) 14' 0" x 23' 6" No. 2 Hatch 16' 0" x 25' 5 1/2" No. 3 Hatch 16' 0" x 25' 5 1/2" No. 4 Hatch 16' 0" x 23' 6"							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 5 web. to each hatch. No fore & afters.							
Bulwarks, height above deck and description 3' 9" x 26 plates				Main Rail and Stays, material and size 5 1/2 x 3 x 3 1/4 B.R.			
The foregoing is a correct description.				Surveyor's Signature Arthur L. Jones			
Builder's Signature (here only) M. J. Jones				Surveyor to Lloyd's Register of British and Foreign Shipping.			
Correspondence. State dates and initials of letters respecting this case (Reference should be made in any correspondence connected with the case)							
From Robt 2nd Feb. 1917. Committee reply 19 March 1917. 4 H. let. same date.							
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? Joggled framing.							
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? No							
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 Satisfactory							
General Remarks (State quality of workmanship, &c.) As stated in my letter of 2nd Feb. the request for survey was only made just before the date of launching; but the vessel was seen from time to time during the whole course of construction. The stern frame made at the Kawasaki Steel Works was tested on the 31st Dec. 1915 & the test witnessed & the frame stamped LLOYDS 21.12.15 A.S.							
The steel plates & sections excepting some of the B.A. frames have all been tested by the Society's Surveyors & those not so tested are certified as having been tested by the Japanese Govt. Surveyors & as complying with the Rule requirements in tenacity & bend test results.							
The piling in the erections is considered satisfactory; the pillars under the bridge deck are 2 1/2 dia (not 2" as shown on the plan) fitted in two rows; in the fore there are two pillars on the longer beams & one on the shorter beams, dia 2"; in the poop there is one row of pillars 2 1/2 dia. These with the steel casing make the support sufficient.							
There were lightening holes in the floors & brackets under most of the W.S. pillars & these have now been all closed with riveted plates.							
Drawings of midship section, Profile & decks, Bldgs & Rph H.D. & H.C. were sent with my letter of 2nd Feb. 1917.							
The Surveyor should state the Number of Report and Name of any Sister Vessel built or Yard Number of any building.							
The amount of Entry Fee 400 : 50 : 20 Mar 1917							
Special Survey Fee 1550 : 23 Mar 1917							
Travelling Expenses, if any 5 : 100 A 1							
State whether the Vessel has been built under Special Survey No. (letters as above.)							
I am of opinion this Vessel should be Classed 100 A 1, awning deck.							
With, or without Freeboard, as condition of Class With freeboard.							
Committee's Minute 100 A 1, awning deck with fad							
Character assigned Lloyd's A.C.P. + L.M.C. 5.11.17 J.D.							

GENERAL REMARKS—(continued).

$7\frac{1}{2} \times 3 \times 40$ B. Angles have been riveted to side & end coamings of all the hatchways as required.
 Iron Rpt 12 is enclosed.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 15.7 ft., R.Q.D. ✓ ft., Bridge 78.3 ft., Forecastle 28.5 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 should appear in the Register Book) 1 DR (Stl) + Mon. DR (Stl. w.s.)
 Official No. 19300 ; Signal Letters NCJT State if Machinery is fitted aft No
 How are the surfaces preserved from oxidation? Inside Cement & 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,	90	280.4	Fore peak tank,		31
Double bottom, under Engines and Boilers,	39	142.7	After peak tank,		20
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	139	345.3	Other tanks, if fitted,		
	Total capacity of double bottom	768.4	(If necessary, furnish further information by sketch.)		

* The wells are not to be included in the lengths of the tanks. 268

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

Order for Special Survey No.

Date 20th March 1917

No. 383 in builder's yard.

DATES of Surveys held while building

21st Dec 1915 (Stern from casting). Various dates during construction n
 recorded as vessel was not to be classed. (1916)
 18th 24th 25th 29th Jan. 2nd 3rd 9th 12th 15th 27th Feb. 1st March 1917
 22nd 29th 31st May. 1917

Surveyor's Signature

Arthur L. Jones

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