

3 Decks. & Shelter

IRON OR STEEL STEAMER.

MON. SEP. 4-1911

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State if Report is also sent on the Machinery of the Vessel *yes*Port of *Nagasaki*No. *743*Survey held at *Nagasaki*Date, First Survey *28 Jan'y. 1908.*Last Survey *17 August-*

1911

On the *Steel 3 screw turbine* "SHINYO MARU"Rig *Schooner*TONNAGE under Tonnage Deck... *8899.97*

THREE DECKED VESSEL.

Master *H. S. Smith*

Year of appointment

(1) As Master in service of owner of present vessel: 15.23
(2) As Master of this vessel: 1911Do. between Tonnage Dk. & 2nd Dk. *2145.35*CLASS *+100 A1 Shelter Dk.*Built at *Nagasaki*When built *1911*Launched *18 Feb. 1911*Do. between 2nd Dk. and 3rd and 4th Dk. *11045.35*Total under Upper Dk. *2332.06*Do. of Poop *Japanese*Do. of Bridge House *Japanese*Do. of Forecastle *Japanese*Do. of Houses on Dk. *2332.06*Do. of excess of Hatchways *Japanese*Do. above Crown of Engine Room *13377.38*Less Crew Space *802.64*Less above Crown of Engine Room *12574.74*CONNAGE FOR FEES *5350.95*Less Engine Room *5350.95*Less Navigation Spaces *7223.79*Register Tonnage as cut on Beam *7223.79*Half Breadth (moulded) *31.50*Depth from upper part of Keel to top of Upper Deck Beams *40.00*Girth of Half Midship Frame (as per Rule) *65.65*deduct 7 feet *7.00*1st Number *130.15*Length on deck from after part of stem to fore part of stern post *547.92*2nd Number *71311.79*Proportions—Breadth to Length *8.70*Depth to Length—Upper Deck to top of Keel *13.70*Main Deck ditto *13.70*Destined Voyage *Hong Kong*If Surveyed while Building, Afloat, or in Dry Dock *Building*LENGTH on Deck as per Rule *547 11* BREADTH—Moulded *63 0* DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *35 7* No. of Decks with flat laid *4*Do. do. do. do. Main Dk. Beams *25 11 1/2* No. of Tiers of Beams *4*Dimensions of Ship per Register, Length *558* breadth *61.90* depth *35.50*. Moulded depth, ft. *38* ins. *8 1/2* To Upper Dk. Round of Upper Dk. Beam, Actual *15 1/2* ins.

FRAMING.						FORGINGS OR CASTINGS.					
	Inches in Ship.	Inches in Ship.	16ths or 20ths in Ship.	Inches per Rule Or as Appro.	Inches per Rule Or as Appro.		Inches in Ship.	Inches per Rule Or as Approved.		Inches in Ship.	Inches per Rule Or as Approved.
FRAME, Angles, <i>7</i> Bars for $\frac{1}{2}$ length amidships	<i>9 3/4 x 3 1/2</i>	<i>1 1/2</i>	<i>9 3/4 x 3 1/2</i>	<i>14</i>	<i>12</i>	KEEL, <i>slab</i> Bar or Side Plates, depth and thickness	<i>2 1/2 x 10</i>	<i>2 1/2 x 10</i>	STEM, moulding and thickness	<i>12 x 3 1/8</i>	<i>12 x 3 1/8</i>
Do. for $\frac{1}{2}$ at each end	<i>8 3/4</i>	<i>10</i>	<i>8 3/4</i>	<i>10</i>	<i>12</i>	STERN-POST for Rudder do. do.	<i>Hollow</i>	<i>Hollow</i>	" for Propeller	"	"
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>12</i>	MAIN PIECE of Rudder, diameter at head	<i>15</i>	<i>15</i>	" do. at heel	<i>12</i>	<i>12</i>
" " at intermdt. Bkts.	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	RUDDER, how constructed <i>Solid cast steel balanced.</i>					
Spacing of Frames from centre to centre	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	<i>30</i>	Can the Rudder be unshipped afloat? <i>no.</i>					
REVERSED FRAME, Angles <i>4</i> ends	<i>5</i>	<i>10</i>	<i>5</i>	<i>10</i>	<i>10</i>	KEELSONS & STRINGERS.					
DEEP FRAMING, depth of girder	<i>9</i>	<i>9</i>	<i>9</i>	<i>9</i>	<i>1</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate	<i>1</i>		" Rider Plate	<i>1</i>	
FLOORS, depth and thickness of Floor Plate at mid-line for $\frac{1}{2}$ length amidships	<i>11</i>	<i>8 1/2</i>	<i>11</i>	<i>8 1/2</i>	<i>1</i>	" Bulb Plate to Intercoastal Keelson	<i>1</i>		" Horizontal Plates on Floors	<i>1</i>	
" in way of Engines and Boilers	<i>11</i>	<i>8 1/2</i>	<i>11</i>	<i>8 1/2</i>	<i>1</i>	" Angles	<i>1</i>		SIDE KEELSON, Angles	<i>1</i>	
" thickness at the ends of vessel	<i>1</i>	<i>8</i>	<i>1</i>	<i>8</i>	<i>1</i>	" Bulb or Plate above floors, for length	<i>1</i>		" Bulb or Plate above floors, for length	<i>1</i>	
" depth at $\frac{1}{2}$ the half breadth, as per Rule	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Intercoastal Plate, for length	<i>1</i>		" Attached to outside Plating with Angle	<i>1</i>	
" height extended at the Bilges	<i>1</i>	<i>76</i>	<i>1</i>	<i>76</i>	<i>1</i>	BILGE KEELSON, Angles	<i>1</i>		" Bulb or Plate above floors, for length	<i>1</i>	
FLOORS & BRACKETS in Cell Dble Bottoms	<i>1</i>	<i>53</i>	<i>11</i>	<i>53</i>	<i>11</i>	" Intercoastal Plate for length	<i>1</i>		" Attached to outside Plating with Angle	<i>1</i>	
" state if flanged (top & bottom)	<i>20</i>	<i>1</i>	<i>20</i>	<i>1</i>	<i>1</i>	BILGE STRINGER Angles <i>2</i> channels	<i>12 1/2 x 3 1/2</i>	<i>10</i>	<i>12 1/2 x 3 1/2</i>	<i>10</i>	
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Bulb Plate for length	<i>1</i>		" Bulb Plate for length	<i>1</i>	
CENTRE GIRDER, in Double bottom, depth and thickness	<i>1</i>	<i>53</i>	<i>13</i>	<i>53</i>	<i>13</i>	" Intercoastal Plate for <i>Yac hold</i> length	<i>1</i>		" Intercoastal Plate for <i>Yac hold</i> length	<i>1</i>	
" Angles, Top	<i>4</i>	<i>4</i>	<i>12</i>	<i>4</i>	<i>12</i>	" Attached to outside Plating with Angle	<i>1</i>		SIDE STRINGER Angles <i>double</i>	<i>6 1/2</i>	<i>4</i>
" Bottom	<i>5</i>	<i>5</i>	<i>13</i>	<i>5</i>	<i>13</i>	" Bulb or Intercoastal Plate, for <i>whole</i> lng.	<i>1</i>		" Bulb or Intercoastal Plate, for <i>whole</i> lng.	<i>1</i>	
SIDE GIRDERS, number on each side & thickness	<i>1</i>	<i>3</i>	<i>10</i>	<i>3</i>	<i>10</i>	" Attached to outside plating with Angle	<i>4</i>	<i>10</i>	<i>4</i>	<i>10</i>	
" state if flanged (top and bottom)	<i>20</i>	<i>1</i>	<i>20</i>	<i>1</i>	<i>1</i>	Upper Deck Stringer Plates, br'dth & thickness	<i>5 0</i>	<i>20</i>	<i>5 0</i>	<i>20</i>	
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>3 1/2</i>	<i>11</i>	" Angle on ditto	<i>6 x 6 x 18</i>	<i>6 x 6 x 18</i>	" Tie Plates, outside Hatchways	<i>1</i>	
MARGIN PLATE, depth (exclusive of flange) and thickness	<i>1</i>	<i>45</i>	<i>12</i>	<i>45</i>	<i>12</i>	" Deck, <i>Iron</i> or Steel, for <i>whole</i> lng.	<i>1</i>	<i>11-12</i>	" Deck, <i>Iron</i> or Steel, for <i>whole</i> lng.	<i>1</i>	<i>11-12</i>
" Angles to Outside Plating	<i>5</i>	<i>5</i>	<i>12</i>	<i>4</i>	<i>12</i>	" Wood Deck, Material & thickness <i>9</i> Pine	<i>3</i>	<i>3</i>	" Wood Deck, Material & thickness <i>9</i> Pine	<i>3</i>	<i>3</i>
" Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>11</i>	<i>3 1/2</i>	<i>11</i>	Upper Deck Stringer Plate, br'dth & thickness	<i>60</i>	<i>13</i>	<i>60</i>	<i>13</i>	
" Height of Floors at the Bilges	<i>1</i>	<i>76</i>	<i>1</i>	<i>76</i>	<i>1</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>1</i>	<i>53</i>	<i>12</i>	<i>53</i>	<i>12</i>	" Tie Plates outside Hatchways	<i>1</i>		" Diagonal Tie Plates, No. of pairs	<i>1</i>	
" in Engine and Boiler space	<i>1</i>	<i>10</i>	<i>9</i>	<i>10</i>	<i>9</i>	" Deck, <i>Iron</i> or Steel, for <i>whole</i> lng.	<i>1</i>	<i>9-10</i>	" Deck, <i>Iron</i> or Steel, for <i>whole</i> lng.	<i>1</i>	<i>9-10</i>
" Remainder in Holds	<i>1</i>	<i>10</i>	<i>9</i>	<i>10</i>	<i>9</i>	" Wood Deck, Material & thickness <i>Pine</i>	<i>3</i>	<i>3</i>	" Wood Deck, Material & thickness <i>Pine</i>	<i>3</i>	<i>3</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8 x 3 1/2 x 3 1/2</i>	<i>10</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>10</i>	<i>10</i>	Lower Deck Stringer Plate, br'dth & thickness	<i>65</i>	<i>11</i>	<i>65</i>	<i>11</i>	
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Tie Plates, outside Hatchways	<i>1</i>		" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>8</i>
BEAMS, Middle Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>8 x 3 1/2 x 3 1/2</i>	<i>10</i>	<i>8 x 3 1/2 x 3 1/2</i>	<i>10</i>	<i>10</i>	" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>8</i>	" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>8</i>
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Hold or Orlop Stringer Plate, br'dth & thckn's	<i>49</i>	<i>10</i>	<i>49</i>	<i>10</i>	
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Angles on ditto, No. <i>2</i>	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
BEAMS, Lower Deck, Single Angle, Bulb Angle, Plate or Tee Bulb	<i>9 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>9 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>12</i>	" Tie Plates outside Hatchways	<i>1</i>		" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>7</i>
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>7</i>	" Deck, <i>Material</i> and thickness <i>Steel</i> , <i>11</i>	<i>1</i>	<i>7</i>
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	Peep Deck Stringer Plate, breadth & thickness	<i>48</i>	<i>10</i>	<i>48</i>	<i>10</i>	
BEAMS, Hold or Orlop, Plate or Tee Bulb	<i>9 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>9 x 3 1/2 x 3 1/2</i>	<i>12</i>	<i>12</i>	" Angle on ditto	<i>4 x 4</i>	<i>10</i>	<i>4 x 4</i>	<i>10</i>	
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Tie Plates	<i>1</i>		" Deck, <i>Material</i> and thickness <i>Steel</i>	<i>1</i>	<i>8</i>
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Deck, <i>Material</i> and thickness <i>Steel</i>	<i>1</i>	<i>8</i>	" Deck, <i>Material</i> and thickness <i>Steel</i>	<i>1</i>	<i>8</i>
BEAMS, Peep Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>10 x 3 1/2 x 3 1/2</i>	<i>13</i>	<i>10 x 3 1/2 x 3 1/2</i>	<i>13</i>	<i>13</i>	Bridge Deck Stringer Plate, br'dth & thickness	<i>36</i>	<i>8</i>	<i>36</i>	<i>8</i>	
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>8</i>	<i>3 1/2 x 3 1/2</i>	<i>8</i>	
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Tie Plates	<i>1</i>		" Deck, <i>Material</i> and thickness <i>Pine</i> & <i>Steel</i>	<i>1</i>	<i>6</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>6 1/2</i>	<i>3</i>	<i>9</i>	<i>6 1/2</i>	<i>3</i>	Forecastle Deck Stringer Plate, br'dth & th'kns	<i>44</i>	<i>6</i>	<i>44</i>	<i>6</i>	
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	" Angle on ditto	<i>3 1/2 x 3 1/2</i>	<i>6</i>	<i>3 1/2 x 3 1/2</i>	<i>6</i>	
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	" Tie Plates	<i>18-9</i>	<i>6</i>	<i>18-9</i>	<i>6</i>	
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate or Tee Bulb	<i>4 1/2</i>	<i>3</i>	<i>9</i>	<i>4 1/2</i>	<i>3</i>	" Deck, <i>Material</i> and thickness <i>Pine</i>	<i>2 1/2</i>	<i>5</i>	<i>2 1/2</i>	<i>5</i>	
" Angles on upper edge	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	BULKHEADS.					
Spacing	<i>1</i>	<i>30</i>	<i>1</i>	<i>30</i>	<i>1</i>	Number in Vessel	<i>10</i>	Thickness	<i>8-7</i>	STIFFENERS.	Single or Double Frames.
PILLARS, In 'tween Deck, size and spacing	<i>3 1/2</i>	<i>60</i>	<i>4</i>	<i>3 1/2</i>	<i>60</i>	Horizontal.	<i>9 1/2 x 3 1/2</i>	Vertical.	<i>7 x 3 1/2</i>	Size.	Height up.
" Hold built of channels	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Size.	<i>9 1/2 x 3 1/2</i>	Spacing.	<i>48</i>	Size.	Spacing.
" Quarter 'tween Dks.	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Inches.	<i>9 1/2 x 3 1/2</i>	Inches.	<i>48</i>	Inches.	Inches.
" in Hold	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	STIFFENERS.
WEB-FRAMES, In Fore Body, No. and spacing	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Horizontal.	<i>9 1/2 x 3 1/2</i>	Vertical.	<i>7 x 3 1/2</i>	Size.	Height up.
" br'dth. & thickness	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>1</i>	Size.	<i>9 1/2 x 3 1/2</i>	Spacing.	<i>48</i>	Size.	Height up.
WEB-FRAMES, In E. & B. Space, No. & spacing	<i>26</i>	<i>2</i>	<i>6</i>	<i>26</i>	<i>2</i>	Inches.	<i>9 1/2 x 3 1/2</i>	Inches.	<i>48</i>	Inches.	Inches.
" br'dth. & thickness	<i>21</i>	<i>11</i>	<i>30</i>	<i>21</i>	<i>11</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	STIFFENERS.
WEB-FRAMES, In After Body, No. and spacing	<i>6</i>	<i>5</i>	<i>6</i>	<i>6</i>	<i>5</i>	Horizontal.	<i>9 1/2 x 3 1/2</i>	Vertical.	<i>7 x 3 1/2</i>	Size.	Height up.
" br'dth. & thickness	<i>1</i>	<i>24</i>	<i>11</i>	<i>1</i>	<i>24</i>	Inches.	<i>9 1/2 x 3 1/2</i>	Inches.	<i>48</i>	Inches.	Inches.
" No. of Side Stringers	<i>1</i>	<i>24</i>	<i>11</i>	<i>1</i>	<i>24</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	<i>9 1/2 x 3 1/2</i>	STIFFENERS.	STIFFENERS.
" Size of Angles on Tee Bulbs to Web-Frames	<i>1</i>	<i>4</i>	<i>10</i>	<i>1</i>	<i>4</i>	Horizontal.	<i>9 1/2 x 3 1/2</i>	Vertical.	<i>7 x 3 1/2</i>	Size.	Height up.
BRACKET PLATES to Stringers between Web-Frames, depth and thickness	<i>1</i>	<i>18</i>	<i>10</i>	<i>1</i>	<i>18</i>	Inches.	<i>9 1/2 x 3 1/2</i>	Inches.	<i>48</i>	Inches.	Inches.

W527-0223 12

Lloyd's Register

PLATING.										RIVETING.										
STRAKES.	AS IN SHIP.						PER RULE OR AS APPROVED.		UPPER EDGES, Ordinary or Joggled?				BUTTS.							
	AMIDSHIP.		FORWARD.		AFT.		AMIDSHIP.		Single or Double.	Breadth of Lap.	RIVETS.		Double or Treble and for what Length.	RIVETS.		STRAPS.		IF LAPPED.		
	Breadth.	Thickness.	Thickness.	Thickness.	Breadth.	Thickness.	Diam.	Spacing or to cr.			Diam.	Spacing or to cr.		Breadth.	Thickness.	Breadth.	For what Length.			
FLAT PLATE KEEL (If Bar Keel, state Riveting.)	48	21	16	17-21	48	21			5.	6 3/4	1 1/2	5	Y. H.	1 1/2	4	2 1/2	12-15			
GARBOARD OR A STRAKE	69	16	15	15-16	69	16			"	6	1	3 3/4	Lead 3/4	1	3 1/2			14	H.	
State actual thickness in way of Double Bottom.	B	55	15	12	12-17	55	15		"	6	1	"	"	1	"			"	"	
	C	64	15	12	12-17	64	15		"	6	1	"	"	1	"			"	"	
	D	56	15	12	14-17	56	15		"	6	1	"	"	1	"			"	"	
	E	58	15	12	14	58	15		"	6	1	"	"	1	"			"	"	
	F	68	16	12	14-17	68	16		"	6	1	"	"	1	"			"	"	
	G	57	16	12	14-17	57	16	Y & D.	6-8 1/2	1	"	"	"	1	"			"	"	
	H	63	16	12	14-17	63	16	" " "	"	1	"	"	"	1	"			"	"	
	J	51	16	12	13-18	51	16	" " "	"	1	"	"	"	1	"			"	"	
	K	62	16	12	13-17	62	16	" " "	"	1	"	"	"	1	"			"	"	
	L	51	16	12	12-16	51	16	Q.	6	1	"	"	"	1	"			"	"	
	M	64	16	12	12-16	64	16	"	6 3/4	1 1/2	4 1/2	"	"	1	"			"	"	
	N	54	18	12	12	54	18	"	"	"	"	"	"	1 1/2	4			16	"	
	O	55	18	12	12	55	18	"	"	"	"	"	"	1 1/2	"			16	"	
Upper Sheer	P	51	20	12	12	51	20	"	"	"	"	"	"	1 1/2	"	28 1/2	15-14 double			
	Q	55	20	12	12	55	20	"	"	"	"	Y. H.	1 1/2	"	21 1/2	14-13 double				
Shelter Sheer	R	53	22	12	12	53	22	S.	3	1	4	Lead 3/4	1 1/2	"	28 1/2	16-15 double				
	S																			
DOUBLING OF FLAT PLATE KEEL																				
Length and thickness of Bilges																				
of Sheerstrakes																				
of Strake below																				
POOP SIDES																				
BRIDGE SIDES																				
FORECASTLE SIDES																				

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*

Palmer's South Durham, Dorman Long

John Hill, Steel Co of Scotland, Consett

Leeds

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

Upper Deck (Butts, treble riveted for Lead 3/4 length amidship.

Stringer Plate (Straps, single, double or overlapped for whole length amidship.

Middle Deck (Butts, treble riveted for whole length amidship.

Stringer Plate (Straps, single, double or overlapped for whole length amidship.

Butts of Bilge & Side Stringers and Tie Plates, treble or double riveted? *both*

Inner Bottom Plating, riveting of Edges *Double* Butts *Y & D.*

Centre Girder Butts, *Lead & Y.* riveted Keelson Butts, *S.* riveted.

Frames, riveted through Plates with *1"* in. Rivets, about *6* apart.

Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from Centre to margin and to margin to Shelter Stk. cut at bilge. State if ordinary or joggled *ordinary*

REVERSED FRAMES on floors and frames extend from Centre to margin. Channels to Shelter Stk. State if ordinary or joggled *ordinary*

MASTS, SPARS, &c.												
	Material.	Total Length.	DIAMETER AND THICKNESS.				No. of Plates in round.	ANGLES.		RIVETING.		
			At Partners.	Heel.	Hounds.	Head.		Number.	Size.	Seams.	Butts.	
LOWER MASTS.....	Fore	<i>Steel</i>	<i>115</i>	<i>30 x 9/16</i>	<i>30 x 9/16</i>	<i>23 1/2 x 7</i>	<i>22 x 7</i>	<i>2</i>	<i>1</i>	<i>1</i>	<i>Single</i>	<i>Double</i>
	Main	<i>Steel</i>	<i>112</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>1</i>	<i>1</i>	<i>"</i>	<i>"</i>
	Mizen	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>"</i>	<i>1</i>	<i>1</i>	<i>"</i>	<i>"</i>
Bowsprit												
Topmasts, Yards and Remainder of Spars		<i>Wood</i>										
Rigging, Material and Size, Shrouds	<i>Steel Wire</i>	<i>H 1/2</i>										
Sails.	<i>one fore sail</i>	Suit of										

Sails, and the following spare sails.

EQUIPMENT No. 87464 LETTER JT												ANCHORS.					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE 22.			Description of Anchor.	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.			
61228	1st Bower	112	0	14	<i>Stockless</i>	72	2	2	0	109	0	0	<i>Halls C.S. Head.</i>	<i>Hingley</i>	<i>Hitherton 27/08 Green</i>		
61154	2nd "	110	2	5	"	71	7	2	0	109	0	0	" " "	"	" 15/7/08 "		
61156	3rd "	110	0	20	"	71	7	2	0	<i>Spare</i>			" " "	"	" " "		
61157	4th "	94	2	23	"	65	7	2	0	93	0	0	" " "	"	" " "		
	Collective weight	427	2	6						311	0	0					
8190	Stream	32	3	24	8	1	24	30	17	2	0	32	2	0	<i>Iron Stock</i>	<i>Green</i>	<i>Cudley Hall 13/11 Paul</i>
61211	Kedge	17	1	3	4	1	15	18	10	2	14	17	0	0	"	<i>Hingley</i>	<i>Hitherton 17/7/08 Green</i>

CHAIN CABLES.												HAWSERS AND WARPS											
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.				Length and Size per Table 22.		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 22.					
	Length.	Diam.	Statu-tory.	Break-ing.	Supplied.	Per Table 22.	Length.	Diam.	Length.	Cir.					Length.	Cir.		Length.	Cir.				
43192	165	2 1/2	172	6	172	6	172	6	172	6	<i>Steel</i>	<i>Hingley</i>	<i>Hitherton 27/08 Green</i>	<i>TOWLINE</i>	165	2 1/2	172	6	172	6			
43168	"	"	"	"	164	0.3	165	"	165	"	"	"	" 18/7/08 "	<i>HAWSERS & WARPS</i>	2-120	8	2-120	8	2-120	8			
					1378	0.3																	
Iron Stream Chain or Steel Wire	150	6			85				120	6	<i>wire</i>												

Boats *16*

Pumps, Number *2* *Stones Navy Pumps* Diameter of Barrel *7"* State whether they are in efficient working order *yes*

Windlass is *Clarke Chapman Steam* Capstan *Clarke Chapman Steam*

Engine Room Skylights.—How constructed? *Steel & bulls eyes*

What arrangements for deadlights in bad weather? *None*

Coal Bunker Openings.—How constructed? *Steel ports* How are lids secured? *Screws* Height above deck? *hinged on shell*

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. *14 scuppers each side, open rails*

Ceiling in Holds, thickness and material *3" pine, only under hatches* Cargo Battens, thickness and material *2" pine*

Cargo Hatchways.—How formed? *Steel coamings solid hatches* Hatches, If strong and efficient? *yes*

State size No. 1 Hatch (Forward) *15 x 12* No. 2 Hatch *20 x 16* No. 3 Hatch *15 x 14* No. 4 Hatch *24 x 10 x 10-6*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *Nº 1. 15.8.3.F.A. Nº 2. 14.8.3.F.A. Nº 3. 15.8.3.F.A. Nº 4. 12.6.3.F.A.*

No. of Breasthooks *9* No. of Crutches *5*

Bulwarks, height above deck and description *open rails* Main Rail, material and size *Open Rails*

The above is a correct description.

Builder's Signature (here only) *MITSU INOHI DOCKYARD & ENGINE WORKS.* Surveyor's Signature *G. D. Aiden* Lloyd's Register

General Manager

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with the case) *M. 16.12.07. M. 30.1.08.*
M. 5.5.08. M. 8.5.08. P.M.C. 10.7.08.

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. 23, par. 24)? *yes* State results of tests *satisfactory*
Have all the gutterways been tested as required by the Rules (Sec. 23, par. 25)? *yes* State results of tests *satisfactory*

General Remarks (State quality of workmanship, &c.) *The workmanship and materials are good.*
This vessel has been built in accordance with the approved plan of Midship Section
and in conformity with the Rules for the class contemplated.
The following plans have been forwarded under separate covers. Pillar alterations. Shelter & Upper
Deck alterations. Main & Lower Dk alterations. Profile alterations. Tank top alterations. Brackets. Stem. Rudder.
Post. Post sections. Section. Steering gear. Lifter. Repairs on Castings.
Original plans (now cancelled). Profile. Shelter & Upper Dk. Main & Lower Dks. (Oil tight 14" x 2). Oil tanks.
Pillar plan.
Official No. & Signal letters will be sent later.

Sister vessel to "CHIYO MARU" Regt No 632. But not fitted for oil fuel.
The Surveyor should state the Number of Report and Name of any Sister Vessel.

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop *—* ft., R.Q.D. or Break *—* ft., Bridge Dk. *—* ft., F'castle *—* 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). *3 DKS (Std. U.S.) dup framing & web frames & Shelter Dk (Std. U.S.)*
Official No. *—*; Signal Letters *—* State if Machinery is fitted aft *no.*

How are the surfaces preserved from oxidation? Inside *Paint & Cement. (Bitumastic on tank top in* Outside *Paint*
Engine room, Boiler room, & Bunkers. Ref. Chamber.

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

Where Fitted.	Length.		Water Capacity.	Where Fitted.	Length.		Water Capacity.
	Feet.	Tons.			Feet.	Tons.	
Double bottom, aft,	105	330		Fore peak tank,	30	92	
Double bottom, under Engines and Boilers,	207	1158		After peak tank,	24	79	
Double bottom, if under Engines only,				Deep tank, aft,			
Double bottom, if under Boilers only,				Deep tank, forward,			
Double bottom, forward,	137	376		Other tanks, if fitted,			
Total capacity			1864	(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. *yes*

Order for Special Survey No. & Date <i>1/8/07</i>	DAYS of Surveys held while building	1908	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Note.—visits are number per month, no room to detail them.
		1908	1	9	3	4	7	6	9	9	14	9	8	7	
		1909	12	10	8	5	18	16	10	10	10	13	11	6	
		1910	9	15	9	10	12	15	11	14	8	8	4	6	
		1911	1	8	10	3	6	4	3	12					
Total No. of Visits <i>380</i>															

The amount of Entry Fee £ 5 : 0 : 0
Special Survey Fee.... £ 5 09 : 0 : 0
Travelling Expenses, if any £ *—* : :
Fees applied for, *18/8/1911*
Received by me, *19.8.1911*
A.C.H.

Certificate to be sent to *Nagasaki*

State whether the Vessel has been built under Special Survey *yes*
I am of opinion this Vessel should be Classed *+ 100 A.1. Shelter Deck*
With, or without Freeboard, as condition of Class *With Freeboard*

G. D. Calken
Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute *TUE SEP 5-1911*
Character assigned *100 A.1*
Shelter dk with ftd
Lloyd's accp
thru 8.11
W.

The Surveyor are requested not to write on or below the Committee's Minute.



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WS27-0223 2/2.