

# Awning or Shelter Deck, or Pt. Awning Deck.

# STEEL STEAMER.

No. 2359

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

Port of *Osaka* Date of completion of Report *30th March* Received at London Office *10th Feb. 1918*  
Survey held at *Osaka* Date, First Survey *30th March* Last Survey *2nd October* 19*18*  
On the *Twin Screw Steel Steamer "Andes Maru"* Rig *2 masts*

CLASS *100 A1 Shelter Dk.* FEET. Master *Osaka*  
Breadth (greatest moulded) *56.25*  
Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck *32.50*  
Deduct height of 'tween decks when this does not exceed 8ft. *32.50*  
Transverse Number *88.75*  
Length on deck from fore part of stem to after part of sternpost *425*  
Longitudinal Number *37718*  
Depth "d" at middle of length. See Secs. 2 & 13 *10.49*  
Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel *10.49*  
Upper Deck at side to top of keel *10.49*  
Destined Voyage *Building*  
If Surveyed while Building, Afloat, or in Dry Dock *Building*  
Year of Appointment *Osaka*  
Built at *Osaka*  
When built *1918* Launched *21st Aug. 1918*  
By whom built *The Osaka Iron Works Ltd*  
Owners *The Osaka Shosen Kaisha*  
Managers *do*  
Residence *Osaka*  
Port belonging to *Osaka*

LENGTH on	Ft.	Ins.	BREADTH	Ft.	Ins.	DEPTH, ACTUAL	Top of Floors to top of Awn. or Shelter Dk. Beams	Ft.	Ins.	No. of Decks with flat laid
as per Rule	<i>425</i>	<i>0</i>	Moulded	<i>56</i>	<i>3</i>	Do.	Upper Deck Beams	<i>32</i>	<i>9 3/4</i>	<i>3</i>
Dimensions of Ship per Register,										
Length	<i>425</i>		breadth	<i>56.25</i>		depth	<i>32.5</i>			
							Upper Deck			
							Moulded depth, ft.	<i>40</i>	<i>ins. 6</i>	To Awning or Shelter Dk.
							Moulded depth, ft.	<i>32</i>	<i>ins. 6</i>	To Upper Dk.
										Round up of Uppermost Dk. Beam, Actual <i>12 3/4</i> ins.

FRAMING.						FORGINGS AND CASTINGS.					
NAME, Angles, or Bars, amidships	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	KEEL, Bar, depth and thickness	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches per Rule.	Inches per Rule.
o. in peaks <i>Twin. Span. 6.31.42</i>	<i>6</i>	<i>3 1/2</i>	<i>40</i>	<i>6</i>	<i>3 1/2</i>	STEM, moulding and thickness	<i>Plate Rule</i>	<i>9 x 3</i>	<i>9 x 3</i>	<i>9 x 3</i>	<i>9 x 3</i>
o. in way of Double Bottoms at Solid Floors						STERN-POST for Rudder do. do.	<i>Thin. 9.0.</i>	<i>9 1/2 x 4 1/2</i>	<i>9 1/2 x 4 1/2</i>	<i>9 1/2 x 4 1/2</i>	<i>9 1/2 x 4 1/2</i>
ing of Frames from centre to centre amidships						" " for Propeller	<i>Thin. 11.2.40.41.</i>	<i>172.25 x 3.8</i>	<i>654.75</i>	<i>654.75</i>	<i>654.75</i>
length to collision bulkhead						RUDDER-A x D* Table 22	<i>11 1/2</i>	<i>11 1/2</i>	<i>11 1/2</i>	<i>11 1/2</i>	<i>11 1/2</i>
of Frames from centre to centre in peaks						" Main Piece, diameter at head	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>	<i>8 1/2</i>
VERSED FRAME, Angles	<i>4</i>	<i>3 1/2</i>	<i>40</i>	<i>4</i>	<i>3 1/2</i>	RUDDER, how constructed	<i>Forged steel stock 6 with iron arms</i>				
AMING, depth of girder <i>Thin. 4.31.42</i>	<i>4 1/2</i>	<i>6.31.42</i>	<i>42</i>	<i>4 1/2</i>	<i>6.31.42</i>	Can the Rudder be unshipped afloat?	<i>Yes</i>				
DOORS, depth and thickness of Floor Plate						KEELSONS AND STRINGERS.					
at mid-line for 1/2 length amidships						CENTRE LINE KEELSON, Vertical Plate above					
in way of Engine and Boiler spaces						floors, Through Plate, or Intercoastal Plate					
thickness at the ends of vessel						" Rider Plate					
depth at 1/2 the half-bdth. as per Rule						" Flat Keel Plate Angles					
height extended at the Bilges						" Horizontal Plates on Floors					
DOORS & BRACKETS, in Cell Dble Bottoms	<i>42</i>	<i>38</i>	<i>42</i>	<i>38</i>	<i>42</i>	" Angles or Bulb Angles					
state if flanged (top & bottom)						" Attached to outside plating with Angle					
spacing						" Intercoastal Plate, for					
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness	<i>45</i>	<i>34</i>	<i>44</i>	<i>45</i>	<i>34</i>	" Attached to outside plating with Angle					
Angles, Top	<i>3 1/2</i>	<i>3 1/2</i>	<i>32</i>	<i>3 1/2</i>	<i>3 1/2</i>	" SIDE KEELSONS, Number					
" Bottom	<i>4 1/2</i>	<i>4 1/2</i>	<i>60</i>	<i>4 1/2</i>	<i>4 1/2</i>	" Angles or Bulb Angles					
" to Floors	<i>6</i>	<i>6</i>	<i>44</i>	<i>6</i>	<i>6</i>	" Plate above floors, for					
E GIRDERS, number and thickness	<i>40</i>	<i>36</i>	<i>40</i>	<i>36</i>	<i>40</i>	" Intercoastal Plate, for					
state if flanged (top & bottom)						" Attached to outside plating with Angle					
Angles	<i>3 1/2</i>	<i>3 1/2</i>	<i>44</i>	<i>3 1/2</i>	<i>3 1/2</i>	" SIDE STRINGERS, Number					
GIN PLATE, depth (exclusive of flange)	<i>39</i>	<i>36</i>	<i>50</i>	<i>39</i>	<i>36</i>	" Angle					
and thickness	<i>4</i>	<i>4</i>	<i>50</i>	<i>4</i>	<i>4</i>	" Intercoastal Plate, for					
Angles to outside plating	<i>6</i>	<i>6</i>	<i>44</i>	<i>6</i>	<i>6</i>	" Attached to outside plating with Angle					
to floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>40</i>	<i>3 1/2</i>	<i>3 1/2</i>	" Awning or Shelter Deck Stringer Plates,	<i>58-37</i>	<i>56-44</i>	<i>58-37</i>	<i>56-44</i>	<i>58-37</i>
Height of Brackets above at bilge	<i>45</i>	<i>52</i>	<i>42</i>	<i>45</i>	<i>52</i>	breadth and thickness	<i>5.5</i>	<i>62</i>	<i>5.5</i>	<i>62</i>	<i>5.5</i>
ER BOTTOM PLATING, breadth and thickness of Middle Line Strake	<i>45</i>	<i>52</i>	<i>42</i>	<i>45</i>	<i>52</i>	" Angle on ditto	<i>5.5</i>	<i>62</i>	<i>5.5</i>	<i>62</i>	<i>5.5</i>
thickness in Engine and Boiler space	<i>40</i>	<i>36</i>	<i>40</i>	<i>36</i>	<i>40</i>	" Tie Plates, fore and aft, outside Hatchways	<i>5.5</i>	<i>62</i>	<i>5.5</i>	<i>62</i>	<i>5.5</i>
Remainder in Holds	<i>40</i>	<i>36</i>	<i>40</i>	<i>36</i>	<i>40</i>	" Deck * <i>Iron or Steel</i> , for <i>whole</i> lng.	<i>42</i>	<i>36</i>	<i>42</i>	<i>36</i>	<i>42</i>
MS, Awng or Shltr Dk, Single Angle,						" Wood Deck, Material & thickness					
Bulb Angle, Plate, Tee Bulb or Channel						Upper or Second Deck Stringer Plate,	<i>60</i>	<i>44</i>	<i>60</i>	<i>44</i>	<i>60</i>
Angles on upper edge						breadth and thickness	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
Spacing						" Angles on ditto, No.	<i>1</i>		<i>1</i>		
MS, Upper or Second Deck, Single Angle,						" Tie Plates, outside Hatchways					
Bulb Angle, Plate, Tee Bulb or Channel						" Deck * <i>Iron or Steel</i> , for <i>whole</i> lng.	<i>40</i>	<i>34</i>	<i>40</i>	<i>34</i>	<i>40</i>
Angles on upper edge						" Wood Deck, Material & thickness					
Spacing						Third Deck Stringer Plates, br'dth & th'kns	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>	<i>3 1/2</i>
MS, Third or Fourth Deck, Single Angle,						Angles on ditto, No.	<i>1</i>		<i>1</i>		
Bulb Angle, Plate, Tee Bulb or Channel						" Tie Plates, outside Hatchways					
Angles on upper edge						" Deck * Material and thickness	<i>Slid whole length</i>	<i>34</i>	<i>34</i>	<i>34</i>	<i>34</i>
Spacing						Fourth and Fifth Deck Stringer Plate,					
MS, Fourth or Fifth Deck, Plate, Tee						breadth and thickness					
Bulb or Channel						" Angles on ditto, No.					
Angles on upper edge						" Tie Plates, outside Hatchways					
Spacing						" Deck, Material and thickness					
MS, Poop Deck, Angle, Bulb Angle, Plate,						Poop Deck Stringer Plate, breadth & thickness					
Tee Bulb or Channel						" Angles on ditto					
Angles on upper edge						" Tie Plates					
Spacing						" Deck, Material and thickness					
MS, Bridge Deck, Angle, Bulb Angle, Plate,						Bridge Deck Stringer Plate, br'dth & thickness					
Tee Bulb or Channel						" Angle on ditto					
Angles on upper edge						" Tie Plates					
Spacing						" Deck, Material and thickness					
MS, Forecastle Deck, Angle, Bulb Angle,						Forecastle Deck Stringer Plate, br'dth & th'kns					
Plate, Tee Bulb or Channel						" Angle on ditto					
Angles on upper edge						" Tie Plates					
Spacing						" Deck, Material and thickness					
LARS, in 'tween Deck, size and spacing						* If Iron or Steel Deck, state if whole or part, and if wood deck is laid thereon.					
" Hold						BULKHEADS.					
" Quarter, 'tween Dks., "						Number.	In Vessel.	Per Rule.	Thickness.	Horizontal.	Vertical.
" in Hold										Size.	Spacing.
FRAMES, in Fore Body, No. and spacing										Inches.	Inches.
" br'dth. & thickness										Inches.	Inches.
" No. of Side Stringers										Inches.	Inches.
FRAMES, in E. & B. Space, No. & spacing										Inches.	Inches.
" br'dth. & thickness										Inches.	Inches.
" No. of Side Stringers										Inches.	Inches.
" Size of Face Angles to Web Frames										Inches.	Inches.
BRACKET PLATES to Stringers between										Inches.	Inches.
Web Frames, depth and thickness										Inches.	Inches.

PLATING.										RIVETING.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
STRAKES.	AS IN SHIP.				PER RULE OR AS APPROVED.		EDGES.				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 cr. to cr.		Diam.	Spacing cr. to cr.	Breadth.	Thick- ness.	Breadth.	For what Length.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									
Write "Aiming or Starter Deck" "Sheer Strake" opposite its corresponding table.										Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.	Inches.

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. *Plates: Carnegie, Jones & Laughlin*

Sections: *Jones & Laughlin, Phoenix Mills.*

Has the Steel been tested as required by the Rules? *yes*

Awning or Shelter Deck (Butts, *III* riveted for *whole* length amidship. Straps, single, double or overlapped for *whole* length amidship.)

Stringer Plate (Butts, *III* riveted for *whole* length amidship. Straps, single, or overlapped for *whole* length amidship.)

Second Deck (Butts, *III* riveted for *whole* length amidship. Straps, single, or overlapped for *whole* length amidship.)

Stringer Plate (Butts, *III* riveted for *whole* length amidship. Straps, single, or overlapped for *whole* length amidship.)

Butts of Side Stringers riveted.

Tie Plates riveted.

Inner Bottom Plating, riveting of Edges *Can. doub. Butts* *Can. III - II*

Centre Girder Butts, *Double* riveted *Keelson Butts* *Other II - I*

Frames, riveted through Plates with *7/8* in. Rivets, about *6.5* apart.

Rivets, state whether Iron or Steel *Steel*

FRAMES extend in one length from *(in A.P.) Keel* to *Shelter deck* state if ordinary or joggled? *Ord*

REVERSED FRAMES on floors and frames extend from *(in A.P.) Keel* to *upper deck* state if ordinary or joggled?

MASTS, SPARS, &c.									
		Material.	Total Length	DIAMETER AND THICKNESS.			No. of Plates in round.	ANGLES.	
				At Partners.	Heel.	Hounds.		Number.	Size.
LOWER MASTS	Fore	Steel	61' 6"	31' x 50	31' x 50	27' x 45	2		
	Main	Steel	62' 6"	27' x 45	27' x 45	22' x 40	2		
	Mizen								
Bowsprit									
Topmasts, Yards and Remainder of Spars									
Rigging, Material and Size, Shrouds									
Sails.									

Suits of Sails, and the following spare sails *Presenter. Fore 2-5. Aft 2-6.*

EQUIPMENT No. 40787 LETTER 64 ANCHORS.									
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT, PER CERTIFICATE.			Description of Anchor.	Makers.
		Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.		
1st Bower		74	1	21	56	-	-	Stall's patent	Hugley & Son
2nd "		73	3	12	56	-	-	do	do
3rd "		74	3	0	56	-	-	do	do
Collective weight		222	0	6	207	-	-		
Stream		20	2	12	21	5	3	Rodgers W. S.	do
Kedge		9	1	0	11	6	3	do	do

CHAIN CABLES.										HAWSEERS AND WARPS.									
Number of Certificate.	Length and Size supplied.	Test per Statute.	WEIGHT OF CHAIN CABLE.				Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length supplied.	Breaking Test of Steel Wire.	Fathoms and size per Table 31.	Length.	Cir.	Fathoms.	Cir.	Fathoms.	Cir.
			Length.	Diam.	Per Rule.	Per Rule.													
12190	150 3	2 3	101 1/2	1 1/2	423.1.21	840.1.0	300	2 3	Slid	Hugley & Son	Chester 7/8 H.T.W.	130	5 1/2	86.2	130	5 1/2	2-100	2 3	2-100
12192	150	"	"	"	423.1.21				Lund	Sons Ltd.	"	2-100	2 3	"	2-100	2 3	"	2-100	2 3
Iron (Stream) Chain or Steel Wire	120	5			71 1/4		120	5		Y.R.A. Seido Kaisha	Y.R.A. 2 1/2 H.P.	2-100	2 3	"	2-100	2 3	"	2-100	2 3

Boats *2 1/2* 28' 8" x 8' 6" x 3' 6"

Steam Steering Gear *By Builders* Hand Steering Gear *By Builders*

Pumps, Number *5 1/2* Diameter of Barrel *5 1/2* x 3" State whether they are in efficient working order *yes*

Windlass is *By Builders* *Capstan drums*

Engine Room Skylights.—How constructed? *Plates & angles.*

What arrangements for deadlights in bad weather? *Glass in shut frames.*

Coal Bunker Openings.—How constructed? *Plates & angles* How are lids secured? *3" hatchboards* Height above deck? *2' 6"*

Number of Scuppers, and number and dimensions of Freeing Ports, &c. *9 Scuppers. a side. Open rails except amid where 1 F.P. 2' 6" x 1' 3"*

Ceiling in Holds, thickness and material *3" pine* Cargo Battens, thickness and material *2" pine 4 in. at turn. dms.*

Cargo Hatchways.—How formed? *Plates & angles* Hatches, If strong and efficient? *yes*

State size No. 1 Hatch (Forward) *23' 0" x 18' 0"* No. 2 Hatch *36' 0" x 18' 0"* No. 3 Hatch *11' 0" x 18' 0"* No. 4 Hatch *11' 0" x 18' 0"*

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch *No. 1, 3 web. No. 5 " 11' 0" x 18' 0" No. 6 " 36' 0" x 18' 0" No. 7 " 36' 0" x 18' 0"*

No. 2, 6 fore web. No. 7 fore web. No. 3, 4 x 5, one web. No. of Breasthooks at each hatch. No. of Crutches *Dep. Horro.*

Bulwarks, height above deck and description *Open rails, but amid 3' 6" bulwark. Main Rail and Stays, material and size 6' 3" x 7/8 in. amid.*

The above is a correct description.

Builder's Signature *(see only)* *Arthur Jones* Surveyor's Signature *Arthur Jones* Surveyor to Lloyd's Register of British & Foreign Shipping.

Correspondence.—State dates and initials of letters respecting this case (Reference should be made to any correspondence connected with this case)

*M. 3/8/15 M. 9/7/15 (with 8/7/15 to J. W. Johnson) M. 5/8/15.*

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? *longitudinal frame* 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? *very 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 *Satisfactory*

General Remarks (State quality of workmanship, &c.) *This vessel has been built under Special Survey in accordance with the Rules & approved plans & the materials & workmanship have been found good.*

*Photo prints of midship section & profile & deck plans are forwarded under separate cover.*

*Spelter rivets completed are the Atlas Marn (Robt Rpt 2140) 4d No 878 and the Atlas Marn ( " 2294) " 879*

Anchor drop tests

	Weight of head	Cast.	Cast.	Butt tests	Cert. date
1st Bower	42-1-0	C. & P. No 414	30 April 1917	30 April 1917	
2nd "	42-1-21	do " 402	21 May 1917	4 April 1917	
3rd "	42-2-21	do " 401	31 " 1917	4 April 1917	

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. *✓* ft., Bridge *✓* ft., Forecastle *✓* 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) & Shel. dk. (Stl)*

Official No. *880*; Signal Letters *Cement & paint* 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

Where fitted.	*Length. Feet.	Water Capacity. Tons.	Where fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	129.7	377.9	Fore peak tank,		
Double bottom, under Engines and Boilers,	52.2	253.5	After peak tank,	20.0	84.5
Double bottom, if under Engines only,			Deep tank aft,	34.0	904.8
Double bottom, if under Boilers only,			Deep tank forward,		
Double bottom, forward,	188.5	734.1	Other tanks, if fitted,		
	Total capacity of double bottom	1565.5	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. *370* State whether the above have been tested as required by the Rules *yes*

Order for Special Survey No. *30 Mar. 5. 11. 15. 18. 24 Apr. 9. 10. 22 May. 7. 10. 20. 25. 29 June. 12. 23. July. 3. 13. 20. 22. 24. 26 (launch) Aug. 2. 7. 16. 21. 25. Sept. 2 Oct.*

Date *880* in builder's yard.

Fees applied for, *10 Oct 1918*

Special *3290* Received by me, *19 Oct 1918*

Travelling Expenses if any *20*

State whether the Vessel has been built under Special Survey *yes*

I am of opinion this Vessel should be Classed *+100 A1 Shelter deck*

With, or without Freeboard, as condition of Class *With freeboard*

Committee's Minute *FRIDAY FEB. 10. 1917*

Character assigned *Shelter deck with freeboard*

*Lloyd's Register of British & Foreign Shipping.*

Rpt. No. 2359 on the T. S. S. "Andes Maru"

PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.			AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.								
			In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames.			Spacing of Rivets on each side of Transverses and Bulkheads.			Rivets in Brackets to Bulkheads.		
			In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	In.	Ins.	Ins.	Inches.	Number.	Diameter.	Inches.		
Framing of L, L or C			8	3 1/2	3/8	8	3 1/2	3/8	7	3 1/2	40	7	3 1/2	36	7/8	5 1/4	5 1/4	5	7/8				
Frames in Bridge 'tween Decks			"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"				
Frames from Uppermost Continuous Deck			"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"				
Framing from Awning, Shelter or Upper Deck to Margin Plate.			No. 1	8	3 1/2	3/8	8	3 1/2	3/8	7	3 1/2	40	7	3 1/2	36	7/8	5 1/4	5 1/4	5	7/8			
			" 2	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
			" 3	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"		
			" 4	18	3 1/2	40	8	3 1/2	40	8	3 1/2	40	7 1/2	3 1/2	44	"	"	"	6	"			
			" 5	18	3 1/2	44	"	"	"	8	3 1/2	44	8	3 1/2	40	"	"	"	"	"			
			" 6	19	40	3 1/2	306	to ends	9 1/2	3 1/2	46	9 1/2	3 1/2	42	"	"	14 3/8	7	"				
			" 7	9	45	3 3/4	306	to ends	10	3 1/2	48	10	3 1/2	44	"	"	"	8	"				
			" 8	10	45	3 3/4	331	to ends	11	3 1/2	44	11	3 1/2	44	"	"	3 1/2	"	"				
			" 9	10	50	3 3/4	331	to ends	11	3 1/2	48	"	"	"	"	"	"	"	"				
			" 10	12	37	5 1/2	623	to ends	11	3 1/2	56	11	3 1/2	52	"	4 3/8	"	9	"				
			" 11	"	"	"	"	"	11	3 1/2	62	11	3 1/2	58	"	"	"	"	"				
			" 12	12	50	3 3/4	623	to ends	11	3 1/2	68	11	3 1/2	64	"	"	"	"	"				
			" 13	8	3 1/2	40	8	3 1/2	40	8	3 1/2	40	8	3 1/2	40	"	5 1/4	6	"				
			" 14	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"				
			" 15	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"				
			" 16	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"				
Spacing of Longitudinal Frames			Amidships			At Ends			Amidships			At Ends			Amidships			At Ends					
			30			30			30			30			30			30					
Double Bottoms			Tank Top Longitudinals			Bottom			Amidships			At Ends			Amidships			At Ends					
L, L or C			18			8			8			7 1/2			7/8			4 3/8					
Spacing of Longitudinals			30			30			30			30			30			30					
Transverses.			15			15			15			15			15			15					
In Bridge			6			6			6			6			6			6					
'tween Decks			3 1/2			3 1/2			3 1/2			3 1/2			3 1/2			3 1/2					
In Awning, Shelter or Upper 'tween Decks.			18			18			18			18			18			18					
In Hold.			6			6			6			6			6			6					
Spacing of Transverse Frames			12 ft 1 in per profile			12 ft 1 in per profile			12 ft 1 in per profile			12 ft 1 in per profile			12 ft 1 in per profile			12 ft 1 in per profile					
* State if jogged or liners.			Jogged			Jogged			Jogged			Jogged			Jogged			Jogged					
Longitudinal Beams of L, L or C			Bridge Deck			B.A.			B.A.			B.A.			B.A.			B.A.					
			6			6			6			6			6			6					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8			8					
			8			8			8			8			8								

The particulars of framing in peaks (if ordinary), Floors, Centre Girder, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

See 1215, T.

Bulkheads.															
A.P. Bhd. No. 10	200	Plate	38	5	24	at Upper	7 1/2	3	40	Spac	22	Single	Upper	at	
Dep	"	37	"	42	-36	"	"	"	"	"	"	"	"	"	"
Tank	"	43	"	"	"	"	"	"	"	"	"	"	"	"	"
5th	"	55	"	"	"	"	"	"	"	"	"	"	"	"	"
6th	"	63	"	44	-36	"	"	"	"	"	"	"	"	"	"
7th	"	78	"	46	-36	"	"	"	"	"	"	"	"	"	"
Col. Bhd	"	91	"	46	-30	at Shelter	11	3 1/2	50	Sp	22	"	Shelter	DR	
to 4.3.34 OA. " 30" at Shelter DR.															