

[illegible]

EQUIPMENT No. 22615				LETTER T				ANCHORS.				Tonnage U.K. OR PLATING NO. FOR TRAWLERS.				
Number of Certificate.		Anchors.		Weight, Ex. Stock		Weight of Stock		Test, Per Certificate		Weight Required by Table 21.		Description of Anchor.		Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.		
73909	1st Bower ...	48	2	4	Steelless			41	10	1	4	42	0	0	Halls, C. & S. Ltd.	N. Hingley & Son, Netherpton 25.9.15 H.C.
73915	2nd " ...	48	1	18	d.			41	8	3	0	39	2	0	do	" 27.9.15 "
73914	3rd " ...	41	0	8	d.			36	11	2	7	38	0	0	do	" 27.9.15 "
	4th " ...															
	Collective weight.	138	0	2								119	2	9		
73932	Stream	11	1	18	2	3	21	13	7	2	0	11	0	0	Rodgers W. J.	" 27.9.15 "
73887	Kedge.....	5	2	5	1	2	6	4	18	1	21	5	1	0	do	" 22.9.15 "

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.		Length and size supplied.		Test per Certificate.		Weight of Chain Cable.		Length and Size per Table 21.		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 21.	
		Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.	Fathoms.	Inches.					Fathoms.	Inches.	Tons.	Cwts.	qrs.	lbs.
58620	Patented	120	3	178	63	4	88	213	1	12	Stud	N. Hingley	Netherpton 30.9.15 H.C.	TOWLINE	100	4	33	100	4
58645	"	75	3	"	"	"	"	133	3	5	"	& Sons Ltd	" 31.9.15 "	HAWSERS & WARPS	2-90	7	meads	2-90	7
58665	"	45	3	"	"	"	"	80	1	18	"	"	" 30.9.15 "	"	2-90	6	"	2-90	6
Iron Steam Chains or Steel Wire	"	75	3	4	35	49	27	75	4	S.W.	V.Ho Seeks	Masters Cent.	"	100	2 1/2	9 1/2	5	6	

Boats 2 Lipo. 25 ft x 7' 3" x 3' 3". Emma 16' 0" x 11' 5" x 1' 4". Steering Gear, Steam Made by Builders Steering Gear, Hand Made by Builders

Pumps, Number 7" Downton to all compartments. HP 6 E.P. Diameter of Barrel 4" x 4 1/2". State whether they are in efficient working order Yes

Windlass is Made by Builders V Capstan Continued.

Engine Room Skylights.—How constructed? Plates & angles What arrangements for deadlights in bad weather? Steel hinges fms & glass.

Coal Bunker Openings.—How constructed? Under Br. dk. plates & angles How are lids secured? Clamped. Height above deck? 30" on Br. 7' 3" on Dr.

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scup. 4 aside fore & 4 aside aft. F. Port. 3' 4" aside. Aft 4' 0" x 33" x 18"

Ceiling in Holds, thickness and material 3 pine. (under hatchways only) Cargo Battens, thickness and material Pine 6" x 2"

Cargo Hatchways.—How formed? Plates & angles End beam 40 3/4" x 30" high Hatches, If strong and efficient? Yes.

State size **No. 1 Hatch** (Forward) 24'-0" x 16'-0" **No. 2 Hatch** 24'-0" x 16'-0" **No. 3 Hatch** 24'-0" x 16'-0" **No. 4 Hatch** 24'-0" x 16'-0"

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 4 webs only, each hatch 23' 6" x 18' x 3 1/4" Hangers 3' 3" x 4"

No. of Breasthooks 5 both decks **No. of Crutches** Deep floors

Bulwarks, height above deck and description 3' 6" 4' 3" x 40 BA @ 15'-0" Main Rail, material and size 6' x 3' x 35 BA.

The foregoing is a correct description. Builder's Signature (here only) S. Gamaquchi Surveyor's Signature A. L. Jones

Builder's Name Osaka Iron Works Ltd. Surveyor to Lloyd's Register of Shipping.

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

M. 11/2/15. M. 15/3/15. M. 16/4/15. M. 29/4/15. M. 9/6/15

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? Yes in way ordin. 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.) This vessel has been constructed in accordance with the approved plans & with the Rule requirements & the workmanship has been found good. The vessel is built to the same plans as the steamers "Peking Maru" & "Nan King maru" the same builders yard Nos 806 & 807 Kobe Reports Nos. 14987 1520

The Surveyor should state the Number of Report and Name of any Sister Vessel.
Plans to be forwarded with F.E. Report showing vessel as built.

The amount of Entry Fee Yen : 50.00 Fees applied for, 24.12.1915

Special Survey Fee.... Yen 1569.00 Received by me.

Travelling Expenses, if any Yen : 50.00 30.12.1915

State whether the Vessel has been built under Special Survey Yes

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

With, or without Freeboard, as condition of Class Without

TUE. 7-MAR. 1916

Committee's Minute Character assigned 100 A1

Approved: A. L. Jones + L. Bro 12.15 P.D.

Signature: [Handwritten]

Surveyor to Lloyd's Register of Shipping.

Longitudinal Framing (as approved & fitted)

Framing	Amidships	Ends	Rivets in frames dia. Spacing	Spacing rivets each side of trans. & Bhd.	Rivets in brackets to bulkheads.
Frames in Bridge & Irel.	6.3 $\frac{1}{2}$ ×40	6.3 $\frac{1}{2}$ ×36	7/8	5 $\frac{1}{4}$	5 rivets 7/8 dia.
" from upper dk. No. 1.	6.3 $\frac{1}{2}$ ×40	6.3 $\frac{1}{2}$ ×36	7/8	5 $\frac{1}{4}$	5 " 7/8 "
" " " No. 2.	6.3 $\frac{1}{2}$ ×40	6.3 $\frac{1}{2}$ ×36	7/8	5 $\frac{1}{4}$	5 " 7/8 "
" " " No. 3.	7.3 $\frac{1}{2}$ ×40	7.3 $\frac{1}{2}$ ×36	7/8	5 $\frac{1}{4}$	6 " 7/8 "
" " " No. 4.	7 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×44	7 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×40	7/8	4 $\frac{3}{8}$ —5 $\frac{1}{4}$	6 " 7/8 "
" " " No. 5.	8 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×44	8 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×40	7/8	4 $\frac{3}{8}$ —5 $\frac{1}{4}$	7 " 7/8 "
" " " No. 6.	9×3 $\frac{1}{2}$ ×44	8 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×44	7/8	3 $\frac{1}{2}$ —5 $\frac{1}{4}$	7 " 7/8 "
" " " No. 7.	9×3 $\frac{1}{2}$ ×50	9×3 $\frac{1}{2}$ ×46	7/8	3 $\frac{1}{2}$ —4 $\frac{3}{8}$	8 " 7/8 "
" " " No. 8.	9 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×56	9×3 $\frac{1}{2}$ ×62	7/8	3 $\frac{1}{2}$ —4 $\frac{3}{8}$	8 " 7/8 "
" " " No. 9.	11×3 $\frac{1}{2}$ ×40	7×3 $\frac{1}{2}$ ×36	7/8	3 $\frac{1}{2}$ —5 $\frac{1}{4}$	6 " 7/8 "
" " " No. 10.	7×3 $\frac{1}{2}$ ×40	7×3 $\frac{1}{2}$ ×36	7/8	3 $\frac{1}{2}$ —5 $\frac{1}{4}$	6 " 7/8 "

Owing to difficulty in obtaining material frame No 8 at the ends has been fitted 9×3 $\frac{1}{2}$ ×62 instead of 9 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×52 as approved.

Double. Tank top long ^{ts}	7.3×40	7.3×36	Spacing of longitudinals amidships	30"
Bottoms Bottom "	7 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×40	7.3×40	" " "	at ends 30"

Longitud. Bridge & Irel dk.	6.3×36	5 $\frac{1}{2}$ ×3.36	Spaced 36"	Transverse	11"×36 plate	7.3 $\frac{1}{2}$ ×48 B.A.
beams of Upper dk.	6 $\frac{1}{2}$ ×6.3×40	6 $\frac{1}{2}$ ×3.36	" 39×30	beams	12"×38 "	8.3 $\frac{1}{2}$ ×64 "
" 2nd "	7 $\frac{1}{2}$ ×7.3×40	7.3×36	" 48×42		12"×38 "	9.3 $\frac{1}{2}$ ×58 "

Transverses	Amid.	Ends	Rivets in lugs to shell
In Bridge	Depth & thickness 14×38		
tween dks	Jace angles 7	7.3 $\frac{1}{2}$ ×48	7/8 @ 5 dias
	Lugs to shell	3 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×38	
Upper tween	Depth & thickness 16×38	Same	
decks	Jace angles 7	8.3 $\frac{1}{2}$ ×64	7/8 @ 5 dias
	Lugs to shell	3 $\frac{1}{2}$ ×3 $\frac{1}{2}$ ×40	
In holds	Depth & thickness 23×48 & 24.27.28.29		
	Jace angles	19.3 $\frac{1}{2}$ ×58 & 70	
	Lugs to shell	6.6×46	7/8 @ 5 dias.
	Brackets at	34 flanged	
	tank margin	3" up. edge	

Double lugs for 4 frame spaces above bilge & to 2nd deck in No 1 hold.

Spacing of transverses 12 ft & as per profile. Lugs to shell are joggled

PARTICULARS FOR RECORD in the REGISTER BOOK. Length of Poop 19 ft., R.Q.D. ✓ ft., Bridge 82 ft., Forecastle 32.2 (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 should appear in the Register Book) 2 dks (ste) State if Machinery is fitted aft No. Official No. 17337; Signal Letters MNTC Outside Composition How are the surfaces preserved from oxidation? Inside Cement & 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,	No 4	84.5	Fore peak tank,		20
Double bottom, under Engines and Boilers,	3	32.6	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, No 2-208 tons No 1-85 $\frac{1}{2}$ tons	121.8	293.5	Other tanks, if fitted, 2 F.W. tanks		7 W. 18.6
	Total capacity of double bottom	518.5	(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 29th April 1915

No. 863 in builder's yard.

Dates of Surveys held while building 18th 24th 28th 30th Aug. 2nd 15th 17th 22nd Sept 5th 14th 21st Oct. 11th 17th 19th 26th 29th Nov. 6th 17th 22nd 25th 28th 30th Dec. 1915

Surveyor's Signature Arthur L. Jones

Total No. of Visits 22