

With or Without Disconnected Erections.

STEEL STEAMER.

Received at London Office MON AUG 27 1917

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

Date of completion of report *3rd July 1917* Port of *Kobe* No. *2045*
Survey held at *Kobe* Date, First Survey *25 Jan'y. 1917* Last Survey *26 June 1917*

On the (State if Single, Twin, or Triple Screw) *Steel Twin Screw Steamer "War Soldier"* Rig *2 masts*

CLASS *+ 100 A1* Master *Burdon*

Year of appointment (1) As Master in service of owner of present vessel, -191- (2) As Master of this vessel, -191-

Built at *Kobe*

When built *1914-6* Launched *23rd May 1914*

By whom built *The Kawasaki Dockyard Co. Ltd.*

Owners *Messrs. Furness, Withy & Co. Ltd.*

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

Residence

Port belonging to

Destined Voyage

If Surveyed while Building, Afloat, or in Dry Dock *Building*

Length on Deck *445* Breadth *58* Depth *34*

Do. of Poop *120.25* Do. of R.Q.Dk. *517.06*

Do. of Bridge House *16.93* Do. of Forecastle *219.88*

Do. of Houses on Dk. *36.66* Do. of excess of Hatchways *83.93*

Do. above Crown of Engine Room *7521.03*

Gross Tonnage *4590.84*

Less Crew Space *4590.84*

Less above Crown of Engine Room *4590.84*

AGE FOR FEES..

Engine Room

Navigation Spaces

ster Tonnage

ut on Beam

NGTH on Deck *445* Breadth *58* Depth *34*

per Rule *445* Moulded *58* Do. *34*

Do. do. do. *34*

Moulded depth, ft. *42* ins. *0* To Bridge Dk. Round of Upper *14 1/2* ins.

Moulded depth, ft. *34* ins. *0* To Upper Dk. Dk. Beam, Actual

Dimensions of Ship per Register, Length *445.0* breadth *58.0* depth *34.0*

FRAMING.

NAME, Angles, or Bars amidships *12-3 1/2-3 1/2-56*

Do. in peaks *F.P. 8-3 1/2-46 1/2 AP 4 3 1/2-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-48 18 3 1/2-48*

acing of Frames from centre to centre amidships *36*

length to Collision bulkhead *27*

in peaks *24*

EVERSED FRAME, Angles *AP 3 1/2 3-40 3 1/2 3-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-44 18 3 1/2-44*

FRAMING, depth of girder *42-38*

DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships *46-56-46*

in way of Engine and Boiler Spaces *46-56-46*

thickness at the ends of vessel *46-56-46*

depth at 1/2 the half breadth, as per Rule *46-56-46*

height extended at the Bilges *46-56-46*

DOORS in Cell. Double Bottoms *42-38*

state if flanged (top & bottom) *No*

Spacing of Solid floors *72-36*

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. *46-56-46*

Angles, Top *5-5-60*

Bottom *5-5-60*

to Floors *6-6-50*

Brackets at intermdt. frmg., wdth & thcknss *39-42-38*

DE GIRDERS, number on each side & thickness *42-38*

state if flanged (top and bottom) *Top (not U.E) Top (not U.E)*

Angles (top and bottom) *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

to Floors *3 3-42 3 3-42*

MARGIN PLATE, depth (exclusive of flange) *38*

and thickness *54*

Angle to Outside Plating *4-4-50*

Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

Brackets at intermdt. frmg., wdth & thcknss *42-42*

Height of Outside Brackets above at bilge *50*

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake *46-54-44*

in Engine and Boiler space *E1.00 B.64 E1.00 B.64*

Remainder in Holds *48-42*

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 1/2 3-42 8 1/2 3-42*

In way of Long Bridge *9 3 1/2-50 9 3 1/2-50*

Spacing *36*

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9-3 1/2-3 1/2-42*

Spacing *36*

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *7 1/2 3-42 7 1/2 3-42*

Angles on upper edge *8 1/2 3-46*

Spacing *24-36*

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3 1/2-42*

Angles on upper edge *9 3 1/2-50*

Spacing *36-48*

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3-42*

Angles on upper edge *9 3-48*

Spacing *36*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9 3 1/2-50*

Angles on upper edge *9 3 1/2-50*

Spacing *48-54*

FRAMING.

NAME, Angles, or Bars amidships *12-3 1/2-3 1/2-56*

Do. in peaks *F.P. 8-3 1/2-46 1/2 AP 4 3 1/2-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-48 18 3 1/2-48*

acing of Frames from centre to centre amidships *36*

length to Collision bulkhead *27*

in peaks *24*

EVERSED FRAME, Angles *AP 3 1/2 3-40 3 1/2 3-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-44 18 3 1/2-44*

FRAMING, depth of girder *42-38*

DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships *46-56-46*

in way of Engine and Boiler Spaces *46-56-46*

thickness at the ends of vessel *46-56-46*

depth at 1/2 the half breadth, as per Rule *46-56-46*

height extended at the Bilges *46-56-46*

DOORS in Cell. Double Bottoms *42-38*

state if flanged (top & bottom) *No*

Spacing of Solid floors *72-36*

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. *46-56-46*

Angles, Top *5-5-60*

Bottom *5-5-60*

to Floors *6-6-50*

Brackets at intermdt. frmg., wdth & thcknss *39-42-38*

DE GIRDERS, number on each side & thickness *42-38*

state if flanged (top and bottom) *Top (not U.E) Top (not U.E)*

Angles (top and bottom) *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

to Floors *3 3-42 3 3-42*

MARGIN PLATE, depth (exclusive of flange) *38*

and thickness *54*

Angle to Outside Plating *4-4-50*

Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

Brackets at intermdt. frmg., wdth & thcknss *42-42*

Height of Outside Brackets above at bilge *50*

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake *46-54-44*

in Engine and Boiler space *E1.00 B.64 E1.00 B.64*

Remainder in Holds *48-42*

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 1/2 3-42 8 1/2 3-42*

In way of Long Bridge *9 3 1/2-50 9 3 1/2-50*

Spacing *36*

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9-3 1/2-3 1/2-42*

Spacing *36*

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *7 1/2 3-42 7 1/2 3-42*

Angles on upper edge *8 1/2 3-46*

Spacing *24-36*

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3 1/2-42*

Angles on upper edge *9 3 1/2-50*

Spacing *36-48*

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3-42*

Angles on upper edge *9 3-48*

Spacing *36*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9 3 1/2-50*

Angles on upper edge *9 3 1/2-50*

Spacing *48-54*

FRAMING.

NAME, Angles, or Bars amidships *12-3 1/2-3 1/2-56*

Do. in peaks *F.P. 8-3 1/2-46 1/2 AP 4 3 1/2-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-48 18 3 1/2-48*

acing of Frames from centre to centre amidships *36*

length to Collision bulkhead *27*

in peaks *24*

EVERSED FRAME, Angles *AP 3 1/2 3-40 3 1/2 3-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

at intermdt. Bkts. *18 3 1/2-44 18 3 1/2-44*

FRAMING, depth of girder *42-38*

DOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships *46-56-46*

in way of Engine and Boiler Spaces *46-56-46*

thickness at the ends of vessel *46-56-46*

depth at 1/2 the half breadth, as per Rule *46-56-46*

height extended at the Bilges *46-56-46*

DOORS in Cell. Double Bottoms *42-38*

state if flanged (top & bottom) *No*

Spacing of Solid floors *72-36*

CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss. *46-56-46*

Angles, Top *5-5-60*

Bottom *5-5-60*

to Floors *6-6-50*

Brackets at intermdt. frmg., wdth & thcknss *39-42-38*

DE GIRDERS, number on each side & thickness *42-38*

state if flanged (top and bottom) *Top (not U.E) Top (not U.E)*

Angles (top and bottom) *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

to Floors *3 3-42 3 3-42*

MARGIN PLATE, depth (exclusive of flange) *38*

and thickness *54*

Angle to Outside Plating *4-4-50*

Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

Brackets at intermdt. frmg., wdth & thcknss *42-42*

Height of Outside Brackets above at bilge *50*

INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake *46-54-44*

in Engine and Boiler space *E1.00 B.64 E1.00 B.64*

Remainder in Holds *48-42*

BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 1/2 3-42 8 1/2 3-42*

In way of Long Bridge *9 3 1/2-50 9 3 1/2-50*

Spacing *36*

BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9-3 1/2-3 1/2-42*

Spacing *36*

BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel *7 1/2 3-42 7 1/2 3-42*

Angles on upper edge *8 1/2 3-46*

Spacing *24-36*

BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3 1/2-42*

Angles on upper edge *9 3 1/2-50*

Spacing *36-48*

BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *8 3-42*

Angles on upper edge *9 3-48*

Spacing *36*

BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel *9 3 1/2-50*

Angles on upper edge *9 3 1/2-50*

Spacing *48-54*

FRAMING.

NAME, Angles, or Bars amidships *12-3 1/2-3 1/2-56*

Do. in peaks *F.P. 8-3 1/2-46 1/2 AP 4 3 1/2-40*

Do. in way of Double Bottoms at Solid Floors *3 1/2 3 1/2-44 3 1/2 3 1/2-44*

[illegible]

EQUIPMENT No. 42666										LETTER 43										ANCHORS.										TONNAGE U. DK. OR PLATING No. FOR TRAWLERS									
Number of Certificate.		Anchors.		WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.				WEIGHT REQUIRED BY TABLE S1.			Description of Anchor.			Makers.		Where and when tested and Superintendent.																	
				Cwts. qrs. lbs.			Cwts. qrs. lbs.			Tons. cwt. lbs. qrs. lbs.				Cwts. qrs. lbs.																									
22682		1st Bower		43 2 24			Shackless			53 10 0 0				69 0 0			Britannic C.S. do.			R. Sykes & Co.		Cradley Heath 30/1/16 S.E.P.																	
22484		2nd "		43 2 14			do			53 10 0 0				69 0 0			do do			do do		do 11/8/16 S.E.P.																	
22684		3rd "		42 0 14			do			54 15 0 0				69 0 0			do do			do do		do 30/6/16 S.E.P.																	
23034		4th "		219 1 24										207 0 0																									
23038		Stream		20 3 10			5 0 20			21 10 1 4				20 2 0			Ord. Wat. Iron			do do		do 4/8/16 S.E.P.																	
		Kedge		9 2 8			2 2 20			11 13 1 21				9 0 0			do			do do		do do do																	
Particulars of Drop Test of Cast Steel Anchors, viz.:— Weight, Surveyor's Initials, Number of Certificate, Date of Test.																																							
1st Bower. Weight of head. 44 cwt 2 qrs 0 lbs. G. W. P. Cert 2309. Tested 15 May 1916																																							
2nd " " " 45 " 1 " 14 " G. W. P. " 2304 " 15 May 1916																																							
3rd " " " 44 " 3 " 0 " G. W. P. " 2284 " 29 April 1916																																							
4th "																																							
CHAIN CABLES.																																							
HAWSERS AND WARPS.																																							
Boats 4 life 26'4" x 8'3" x 3'5" Cutter 21'0" x 6'0" x 2'4" Steering Gear, Steam J. Harker & Co. Steering Gear, Hand by Builders																																							
Pumps, Number 2 Water & Air Com. Sump 26'4" x 8'3" x 3'5" Diameter of Barrel 5 1/2" x 3" State whether they are in efficient working order Yes																																							
Windlass is by the Builders Capstan combined.																																							
Engine Room Skylights.—How constructed? Plates & angles What arrangements for deadlights in bad weather? Glass in steel frame																																							
Coal Bunker Openings.—How constructed? Plate & angle coverings How are lids secured? 3" hatch boards Height above deck? 2'0"																																							
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Scup. 3 on side fwd & 3 on side aft. F.P. 3 on side fwd & 3 on side aft																																							
Ceiling in Holds, thickness and material 2 1/2" Sugi Cargo Battsens, thickness and material 6" x 2"																																							
Cargo Hatchways.—How formed? Plates & angles Hatches, If strong and efficient? Yes																																							
State size No. 1 Hatch (Forward) 18'0" x 18'0" No. 2 Hatch 31'0" x 20'0" No. 3 Hatch 15'0" x 16'0" No. 4 Hatch 15'0" x 16'0"																																							
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch No. 2 3 1/2" x 18'0" No. 3 2 1/2" x 18'0" No. 4 2 1/2" x 18'0"																																							
Bulwarks, height above deck and description 3'0" x 24 plate Br. dr. Main Rail, material and size 6'3" x 38"																																							
The foregoing is a correct description. 3'0" x 26" Up. dr. Surveyor's Signature Arthur L. Jones																																							
Builder's Signature (here enter) WASATA DOCKYARD COMPANY, 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 5 May 1916 M 6 June 1916 M 7 Feb 1916																																							
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.) This vessel has been built under Special Survey in accordance with the Rules & approved plans & the workmanship & material have been found good. Sister vessels are the "Tatsumo Maru" (Roh Rpt. No. 1806) "Tajima Maru" (Rpt. No. 1801), "Toyohashi Maru" (No. 1634), "Tokuyama Maru" (No. 1640)																																							
A freeboard report & verification & request forms are enclosed.																																							
The Electric Lighting report is forwarded.																																							
Satisfactory trials were completed on the 21 June. The mean speed on three double runs on a 3.04 mile course was 15.2 knots. Mean draught 12' 11".																																							
Copies are enclosed of the Certificate of D.W. capacity & of completion of gun seatings etc. also of the data made out by the Builders for determination of the D.W. capacity.																																							
Photo prints of mid section & construction plan under separate cover																																							
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.																																							
(As above for the hull only. The machinery is similar to that of the Tatum Maru Rpt. 16)																																							
The amount of Entry Fee 400 : 50 : Fees applied for, 25 June 1917																																							
Special Survey Fee 3195 : Received by me, 26 June 1917																																							
Travelling Expenses, if any 40 : State whether the Vessel has been built under Special Survey Yes																																							
I am of opinion this Vessel should be Classed + 100 A1 Steel Without																																							
With, or without Freeboard, as condition of Class Without																																							
Committee's Minute TUE AUG 28 1917																																							
Character assigned 100 A1																																							
Lloyd's and Co. P. 7. E.																																							
Arthur L. Jones Surveyor to Lloyd's Register of Shipping.																																							

GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 34 ft., R.Q.D. ☒ ft., Bridge 138 ft., Forecastle 34 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. (Steel)

Official No. _____; Signal Letters _____ State if Machinery is fitted aft No.
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 or with girders on floors.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>129</u>	<u>435</u>	Fore peak tank,		<u>55.2 F.W.</u>
Double bottom, under Engines and Boilers,			After peak tank,		<u>60.2 "</u>
Double bottom, if under Engines only,	<u>24</u>	<u>120</u>	Deep tank, aft,	<u>42</u>	<u>1311.5 "</u>
Double bottom, if under Boilers only,	<u>36</u>		Deep tank, forward,		
Double bottom, forward,	<u>186</u>	<u>636.5</u>	Other tanks, if fitted,		
Total capacity of double bottom			(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 _____

No. 389 in builder's yard.

DATES of Surveys held while building

25th Jan'y to 26 June 1917
Continuous attendance

Surveyor's Signature

Arthur L. Jones

© 2021
Total No. of Visits _____

Lloyd's Register
Foundation