

Awning or Shelter Deck, or Pt. Awning Deck.

STEEL STEAMER.

No. 1922

Port of Robe Date of completion of Report 24 Nov. 1916 Received at London Office MON 8-JAN. 1917
Survey held at Robe Date, First Survey Dec 20 1915 Last Survey 20th October 1916
On the (State if Single, Twin, or Triple Screw) Single Screw Steamer "Siam Maru" Rig 2 masts

TONNAGE under Tonnage Deck... 4200.85 CLASS +100A1 Shelter Dk. FEET.
Do. between Tonnage Dk. and 3rd, 4th, Sheltering Dk. 124.86 Breadth (greatest moulded) with free board 51.00

Total under Upper Dk. 4325.71 Depth, at middle of length from top of keel to top of beams at side of uppermost Continuous Deck 36.00
Do. of Poop 3 Deduct height of 'tween deck when this does not exceed 8ft. 28.00
Do. of R. Qr. Dk. Transverse Number 79.00
Do. of Bridge House Length on deck from fore part of stem to after part of sternpost 385.00

Forecastle Longitudinal Number 30415
Houses on Deck 188.49 Depth "d" at middle of length. See Secs. 2 & 13 16.00
Stress of Hatchways 11.24 Proportions, Depths to Length, Uppermost Continuous Deck at side to top of keel 10.7
Crown of Room 51.41 " " " Upper Deck at side to top of keel 13.7
Room 1.28

Tonnage 4578.16 Built at Robe
Space 26.16 When built 1916 Launched 29 August
Crown of Room 51.41 By whom built Kawasaki Dk. & Co. Ltd.
Room 1.28 Owners Osaka Shosen Kaisha

FOR FEES... 1464.99 Managers Osaka
Engine Room 67.69 Residence Osaka
Navigation Spaces 29.25 Port belonging to Osaka
Bal. tank 2815.69

Destined Voyage Seattle If Surveyed while Building, Afloat, or in Dry Dock Building

State if Report is also sent on the Machinery of the Vessel Yes JAN. 1917

Length 385.0 breadth 51.0 depth 28.0 Upper Deck. Moulded depth, ft. 28 ins. 0 To Upper Dk.
Awning or Shelter Dk. Moulded depth, ft. 36 ins. 0 To Awning or Shelter Dk.
Upper Deck Beams 33 No. of Decks with flat laid 3
No. of Tiers of Beams 3
Round up of Uppermost Dk. Beam, Actual 12 3/4 ins.

FRAMING.				PILLARS.			
Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.	Inches in Ship.
Angle, <u>90°</u> on L Bars, amidships <u>9 3 1/2</u>	<u>52</u>	<u>9 3 1/2</u>	<u>52</u>	PILLARS, In 'tween Deck, size and spacing <u>2 5/8</u>	<u>51</u>	<u>2 5/8</u>	<u>51</u>
in peaks <u>6 3 1/2</u>	<u>36</u>	<u>6 3 1/2</u>	<u>36</u>	" Hold <u>6 6</u>	<u>40</u>	<u>6 6</u>	<u>40</u>
in way of Double Bottoms at Solid Floors <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>	" Quarter, 'tween Dks., lower <u>2 5/8</u>	<u>51</u>	<u>2 5/8</u>	<u>51</u>
" " at intermdt. Bkts. <u>7 3 1/2</u>	<u>40</u>	<u>7 3 1/2</u>	<u>40</u>	" in Hold <u>8 to 10</u>	<u>ft. spaces</u>		
of Frames from centre to centre amidships <u>25 1/2</u>		<u>25 1/2</u>		KEELSONS AND STRINGERS.			
" length to collision bulkhead <u>25 1/2</u>		<u>25 1/2</u>		CENTRE LINE KEELSON, Vertical Plate above			
of Frames from centre to centre in peaks <u>24</u>		<u>24</u>		floors, Through Plate, or Intercostal Plate			
BASED FRAME, Angles <u>3 1/2</u>	<u>36</u>	<u>3 1/2</u>	<u>36</u>	" Rider Plate <u>3 1/2</u>	<u>36</u>	<u>3 1/2</u>	<u>36</u>
in way of Double bottoms at Solid Floors <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>	" Flat Keel Plate Angles <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" " L at intermdt. Bkts. <u>7</u>	<u>40</u>	<u>7</u>	<u>40</u>	" Horizontal Plates on Floors <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
ING, depth of girder <u>6</u>	<u>in AP</u>	<u>6</u>	<u>in AP</u>	" Angles or Bulb Angles <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
RS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
in way of Engine and Boiler spaces <u>7</u>	<u>40</u>	<u>7</u>	<u>40</u>	" Intercoastal Plate, for <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
thickness at the ends of vessel <u>6</u>	<u>in AP</u>	<u>6</u>	<u>in AP</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
depth at 1/2 the half-bdth. as per Rule <u>40</u>	<u>36</u>	<u>40</u>	<u>36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
height extended at the Bilges <u>40</u>	<u>36</u>	<u>40</u>	<u>36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
RS, in Cell Double Bottoms <u>40</u>	<u>36</u>	<u>40</u>	<u>36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
state if flanged (top and bottom) <u>No</u>		<u>No</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
spacing of Solid <u>25 1/2</u>	<u>451</u>	<u>25 1/2</u>	<u>451</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
RE GIRDER, in Dbl. bottom, dpth. & thickness <u>42</u>	<u>50-40</u>	<u>42</u>	<u>50-40</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Angles, Top <u>4 1/2</u>	<u>60</u>	<u>4 1/2</u>	<u>60</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Bottom <u>4 1/2</u>	<u>60</u>	<u>4 1/2</u>	<u>60</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" to Floors <u>5</u>	<u>56</u>	<u>5</u>	<u>56</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Brackets at intermdt. frmg., width & thkness <u>36</u>	<u>40-36</u>	<u>36</u>	<u>40-36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
GIRDERS, number and thickness <u>Two</u>	<u>38-36</u>	<u>Two</u>	<u>38-36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" state if flanged (top & bottom) <u>Top 3 1/2</u>	<u>flange amid</u>	<u>Top 3 1/2</u>	<u>flange amid</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Angles <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
GIN PLATE, depth (exclusive of flange) <u>38</u>	<u>32-46</u>	<u>38</u>	<u>32-46</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
and thickness <u>3 1/2</u>	<u>46</u>	<u>3 1/2</u>	<u>46</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Angles to outside plating <u>3 1/2</u>	<u>46</u>	<u>3 1/2</u>	<u>46</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" to floors <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Brackets at intermdt. frmg., width & thkness <u>30</u>	<u>40-36</u>	<u>30</u>	<u>40-36</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Height of Brackets above at bilge <u>24</u>		<u>24</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
R BOTTOM PLATING, breadth and thickness of Middle Line Strake <u>42</u>	<u>50-40</u>	<u>42</u>	<u>50-40</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" thickness in Engine and Boiler space <u>ES 48</u>	<u>BS 56</u>	<u>ES 48</u>	<u>BS 56</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Remainder in Holds <u>40</u>	<u>34</u>	<u>40</u>	<u>34</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
IS, Awning or Shlter Dk, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>Y</u>	<u>3 42</u>	<u>Y</u>	<u>3 42</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>25 1/2</u>		<u>25 1/2</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
IS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>9</u>	<u>3 1/2 48</u>	<u>9 1/2</u>	<u>3 1/2 56</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>51</u>		<u>51</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
IS, Second, Third & Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>11</u>	<u>3 1/2 56</u>	<u>11</u>	<u>3 1/2 56</u>	" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Angles on upper edge <u>51</u>		<u>51</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>51</u>		<u>51</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
IS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Angles on upper edge <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Angles on upper edge <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb or Channel <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
" Angles on upper edge <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>
Spacing <u>Y</u>		<u>Y</u>		" Attached to outside plating with Angle <u>3 1/2</u>	<u>40</u>	<u>3 1/2</u>	<u>40</u>

EQUIPMENT No. 33205 LETTER y						ANCHORS.											
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE.			WEIGHT REG. BY TABLE 31.			Description of Anchor.	Makers.	Where and when tested and Superintendent.	
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.	qrs.				lbs.
63	1st Bower	58	2	0	Stockless			44	10	0	0	56	3	9 ¹ / ₂	Hall's type c.s. hd.	Kawasaki S.W.	Nobe 29.9.16 A.L.J.
64	2nd "	58	2	12	do			44	11	1	0	56	3	9 ¹ / ₂	do do	do	do do
65	3rd "	56	3	5	do			46	9	1	14	56	3	9 ¹ / ₂	do do	do	do do
	Collective weight	173	3	17								170	2	8			
71	Stream	16	3	14	4	1	3	18	0	2	14	16	1	0	Ordinary Drop Steel	Kawasaki S.W.	"do 16.10.16 do
72	Kedge	7	0	26	2	0	15	9	9	1	14	7	0	0	do do	do	do do

CHAIN CABLES.										HAWERS AND WARPS.									
Number of Certificate.	Length and Size supplied.		Test per Certificate.	WEIGHT OF CHAIN CABLE Supplied.		Fathoms and Size Per Table 31.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and Size supplied.		Breaking Test of Steel Wire Towline.	Fathoms and size per Table 31.				
	Length.	Diam.		Faths.	Inch.	Cwts.	qrs.					lbs.	Faths.		Inch.	Length.	Qr.	Tons.	Faths.
111	272 ³ / ₄	2 ³ / ₁₆	86 ³ / ₈	120 ³ / ₄	661	3-18	645	3-0	270	2 ³ / ₁₆	Steel Link Rippon Chain Co. Ltd.	Oake 26.9.16 ALJ	TOWLINE	120	4 ³ / ₄	65 ³ / ₈	120	4 ³ / ₄	
	90	4 ³ / ₄	65 ³ / ₈	✓				90	4 ³ / ₄	S.W. Tokio Seiko Kaisha	Makino Corp.		HAWSERS & WARPS	2490	8	2490	8		
														2490	7	2490	7		

Boats 2 life 28 ft x 8' 6" x 3' 7" 19 ft 19 ft x 5 ft x 2 ft. Steering Gear, Steam by Builders Steering Gear, Hand by Builders ✓

Pumps, Number Downlow 816 F.P. 1 Cumma 19 ft x 4 1/2 ft x 2 ft Diameter of Barrel 5 1/2 inch State whether they are in efficient working order Yes

Windlass is made by Builders

Engine Room Skylights.—How constructed? Plates & angles What arrangements for deadlights in bad weather? Glass in steel frames

Coal Bunker Openings.—How constructed? Plate & angles How are lids secured? 2 1/2 hatch boards Height above deck? 2'-0"

Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. Open Rails, F.P. 20' x 15' each side up between Dks under tonnage

Ceiling in Holds, thickness and material 2 1/2 pine u.k.h.s. Cargo Battens, thickness and material 2" pine opening

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

State size No. 1 Hatch (Forward) 25'-6" x 18'-0" No. 2 Hatch 29'-9" x 18'-0" No. 3 Hatch 17'-0" x 16'-0" (No. 4 Hatch 29'-9" x 18'-0")

Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch Nos. 1, 2, 4 & 5 five webs. No. 3 three webs (No. 5 " 25'-6" x 18'-0")

No. of Breasthooks 7 with Dks. No. of Crutches Deep floors

Bulwarks, height above deck and description Main Rail and Stays, material and size

The foregoing is a correct description.

Builder's Signature Arthur L. 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)

M. 7 June 1915 M. 21 July 1915 M. 10 Nov. 1915 M. 12 Feb. 1916 (H.)

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 do

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.

Photoprints of the Midship Section & Construction Plan are enclosed: the approved plans being retained as sister vessels are under construction viz Yard Nos 385 & 391, 392 by the same Builders. See plan will do it.

Particulars of Drop Tests of Cast Steel Anchors

1st Bower. Weight of head 31 cwt 3 qrs 22 lbs. Surveyor A.L.J. Cert No 63. Date tested 23/8/16

2nd " " " " 31 " 3 " 22 " " " " 64 " " "

3rd " " " " 31 " 1 " 24 " " " " 65 " " 20/9/16

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 Yen : 50.00 Fees applied for, 12 Nov. 1916

Special Survey Fee.... Yen 2091.75 Received by me, 18 Nov 1916

Travelling Expenses, if any Yen : 30 Certificate to be sent to Kobe Date of issue 12/1/17

State whether the Vessel has been built under Special Survey Yes

I am of opinion this Vessel should be Classed +100A1 with freeboard. Shelter dx. Arthur L. Jones

With, or without Freeboard, as condition of Class With Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute FRI. 12 JAN. 1917

Character assigned 100A1

Shelter dk with fld.

a+b.p

Miss Kobe.

2 Feb. 1916

L.D.

GENERAL REMARKS—(continued).

WEB-FRA
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W.T.BUL

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Write "Avenue or Shelter Deck" "Sheer Stroke" opposite its corresponding letter.

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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 steel & Shelter deck steel.
Official No. 19386; Signal Letters NCRL 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 Cellular

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	<u>116.9</u>	<u>342.2</u>	Fore peak tank,		
Double bottom, under Engines and Boilers, (F.W. tank)	<u>44.6</u>	<u>177.7</u>	After peak tank,		
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward,	<u>172.1</u>	<u>594.2</u>	Other tanks, if fitted,		
	Total capacity of double bottom <u>333.4</u>	<u>1114.1</u>	(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. 384
Date 6th Oct. 1915
in builder's yard.

DATES of Surveys held while building

20th Dec 1915. 8th 17th Jan'y 2nd 12th 19th 21st Feb 2nd 10th 15th 28th Mar. 11th 17th 19th 25th April
1st 8th 11th 15th 26th May. 9th 22nd 30th June. 6th 14th 20th 22nd 28th July. 5th 12th 14th 18th 21st 23rd
24th 26th 28th 29th August. 1st 4th 7th 12th 16th 22nd 30th Sept. 10th 16th 20th October. 1916

Surveyor's Signature Arthur L. Jones

Total No. of Visits 48

Lloyd's Register Foundation

Rpt. 4.
Date of survey
No. in Reg. Book
Master
Engines m
Boilers m
Registered
Nom. Hor.
ENGINE
Dia. of Cy
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liners are
Dia. of Tw
collars /
No. of Fe
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Are all the
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Is the Scr
BOILER
Total Hea
Working
Can each b
each boiler
Smallest di
Thickness
long. seams
Per centage
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Length of p
Working pr
Pitch of sta
Material o
Material /
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