

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office... FRI. DEC. 3 1920

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

Date of completion of report *August 26<sup>th</sup> 1920* Port of *Kobe* No. *2953*  
Survey held at *Jama Dockyard, Uno* Date, First Survey *25<sup>th</sup> Dec. 1919* Last Survey *29<sup>th</sup> July 1920*

On the (State if Single, Twin, or Triple Screw) *Steel Single Screw Steamer* "TONE MARU" Rig *2 masts.*

TONNAGE under *3503.76*

Tonnage Deck *104.30*

Do. between Tonnage Dk. and 3rd and 4th Dk. *3503.76*

Total under Upper Dk. *195.84*

Do. of Poop *57.60*

Do. of R. Dk. *134.59*

Do. of Bridge House *21.81*

Do. of Forecastle *52.20*

Do. of Houses on Dk. *4070.10*

Do. of Hatchways *1302.43*

Do. of Crown of Room *40.75*

Do. of Room *22.73*

Do. of Space *2518.65*

Do. of Crown of Room *1302.43*

Do. of Room *40.75*

Do. of Space *22.73*

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CLASS *100A1*

FEET.

Master *Y. Ichiro*

Year of appointment (1) As Master in service of owner of present vessel: 19 (2) As Master of this vessel: 19

Built at *Jama Dockyard*

When built *1920* Launched *19<sup>th</sup> June 1920*

By whom built *Mitsui Bussan Kaisha*

Owners *Tokyo Kaisha Kaishiki Kaisha*

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

Residence

Port belonging to *Itozaki*

Breadth (greatest moulded) *50.0*

Depth, at middle of length from top of keel to top of upper deck beams at side *29.06*

Transverse Number *79.06*

Length on deck from fore part of stem to after part of stern post *345.00*

Longitudinal Number *27275.70*

Depth "d," at middle of length (See Secs. 2 & 13) *17'-6"*

Proportions—Depths to Length—Upper Deck Beam at side to top of keel *11.87*

" " Long Bridge Deck Beam at side to top of keel *✓*

Destined Voyage *Manila*

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

Feet.	Inches.	BREADTH—	Feet.	Inches.	DEPTH, ACTUAL—	Feet.	Inches.	No. of Decks with flat laid
345	0	Moulded	50	0	Top of Floors to top of Upper Dk. Beams	26	7 1/2	2
					Do. do. do. do. Second Dk. Beams	18	1 1/2	No. of Tiers of Beams 2
Moulded depth, ft. 36		ins. 9 1/2		To Bridge Dk.		Round of Upper		12 1/2
Moulded depth, ft. 29		ins. 0 3/8		To Upper Dk.		Dk. Beam, Actual		

Dimensions of Ship per Register, Length *345.0* breadth *50.0* depth *26.65*

FRAMING.				PILLARS.			
	Inches in Ship.	Inches in Ship.	Inches in Ship.		Inches in Ship.	Inches in Ship.	Inches in Ship.
ME, Angles, <del>End Bars</del> amidships	7	3 1/2	525	7	3 1/2	525	
in peaks <del>Fore Peak 6x3 1/2 x 36 APL 6</del>	3 1/2	3 1/2	38	6	3 1/2	38	
in way of Double Bottoms at Solid Floors.	3 1/2	3 1/2	38	3 1/2	3 1/2	38	
" " at intermdt. Bkts.	9	3 1/2	45	8	3 1/2	45	
ing of Frames from centre to centre amidships	33			33			
" " from #	27			27			
" " length to Collision bulkhead	24			24			
" " in peaks.	7	3 1/2	525	7	3 1/2	525	
ERSED FRAME, Angles <del>in ES + End of 3/5 L</del>	3 1/2	3 1/2	38	3 1/2	3 1/2	38	
in way of Double Bottoms at Solid Floors.	8	3 1/2	45	8	3 1/2	45	
" " at intermdt. Bkts.	10 1/2			10 1/2			
MING, depth of girder							
ORS, depth and thickness of Floor Plate							
at mid-line for # length amidships...							
in way of Engine and Boiler Spaces							
thickness at the ends of vessel							
depth at 1/2 the half breadth, as per Rule							
height extended at the Bilges							
ORS in Cell, Double Bottoms.	38-36	48	38-36	48			
state if flanged (top <del>and bottom</del> )	3 1/2		3 1/2				
Spacing of Solid floors	66	27	66	27			
IRE GIRDER, in Dbl. bottom, dpth. & thknss.	41	50-40	41	50-40			
" Angles, Top <del>Single</del>	4 1/2	4 1/2	4 1/2	4 1/2			
" " Bottom <del>Double</del>	4 1/2	4 1/2	4 1/2	4 1/2			
" " to Floors <del>Single</del>	6	6	6	6			
Brackets at intermdt. frmg., wdth & thknss	27	40-38	27	38-36			
GIRDERS, number on each side & thickness	2-36-34	46	2-36-34	46			
" state if flanged (top <del>and bottom</del> )	3 1/2		3 1/2				
" Angles (top and bottom)	3 1/2	3 1/2	3 1/2	3 1/2			
" " to Floors	3" flange		3" flange				
GIN PLATE, depth (exclusive of flange)	33	46	33	46			
" and thickness	3 1/2	3 1/2	3 1/2	3 1/2			
" Angle to Outside Plating	3 1/2	3 1/2	3 1/2	3 1/2			
" " Floors	27	40-38	27	38-36			
Brackets at intermdt. frmg., wdth & thknss	25		24				
R BOTTOM PLATING, breadth and thickness of Middle Line Strake	41	48-40	41	48-40			
" " in Engine and Boiler space	ES. 48-85.54		ES. 48-85.54				
" " Remainder in Holds	42-36		42-36				
IS, Upper Deck, <del>Single Angle, Bulb</del>	7	3 1/2	7	3 1/2			
Angle, Plate, Tee Bulb, or Channel	3	40	3	40			
In way of Long Bridge							
Spacing	9	3 1/2	9	3 1/2			
IS, Second Deck, <del>Single Angle, Bulb</del>	8	3 1/2	8	3 1/2			
Angle, Plate, Tee Bulb, or Channel	33		33				
Spacing							
EAMS, Third and Fourth Deck, <del>Single Angle, Bulb</del>							
Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing	7	3	7	3			
EAMS, Poop Deck, <del>Angle, Bulb Angle, Plate, Tee Bulb, or Channel</del>	9	3 1/2	9	3 1/2			
Angles on upper edge							
Spacing	33+48		33+48				
EAMS, Bridge Deck, <del>Angle, Bulb Angle, Plate, Tee Bulb, or Channel</del>	7	3	7	3			
Angles on upper edge							
Spacing	9	3 1/2	9	3 1/2			
EAMS, Forecastle Deck, <del>Angle, Bulb Angle, Plate, Tee Bulb, or Channel</del>	8	3 1/2	8	3 1/2			
Angles on upper edge							
Spacing	54+48		54+48				
PILLARS In 'tween Deck, size and spacing							
" " Hold							
" " Quarter 'tween Dks.,							
" " in Hold							
KEELSONS & STRINGERS.							
CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate							
" Rider Plate							
" Flat Plate Keel Angles							
" Horizontal Plates on Floors							
" Angles or Bulb Angles							
SIDE KEELSONS, Number							
" Angles or Bulb Angles							
" Plate above floors, for length							
" Intercoastal Plate, for length							
" Attached to outside Plating with Angle							
BILGE KEELSON, Angles							
" Intercoastal Plate for length							
" Attached to outside Plating with Angle							
SIDE STRINGERS, Number 2 in fore hold							
" " Angle	7	3 1/2	7	3 1/2			
" Intercoastal Plate, for 1/3 length	42		42				
" Attached to outside plating with Angle	5	5	5	5			
Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)	53x54 to 53x42		53x54 to 53x42				
" " " " br'dth & thickness (in way of Bridge)	53 x 54		53 x 54				
" " " " Angle (clear of Bridge)	42x42 x 56		42x42 x 56				
" " Tie Plate at sides of Hatchways	Steel		Steel				
" Deck * Iron or Steel, for whole lng.	42-32		42-32				
" Thickness (clear of Bridge)	42-46+38		42+38				
" " (in way of Bridge)							
" Wood Deck, Material & thickness							
Second Deck Stringer Plate, br'dth & thickness	46x44 to 33x42		46x44 to 33x42				
" Angles on ditto, No.	32-30		32-30				
" Tie Plates outside Hatchways							
" Deck * Iron or Steel, for whole lng.							
" Wood Deck, Material & thickness							
Third Deck Stringer Plate, br'dth & thickness							
" Angles on ditto, No.							
" Tie Plates, outside Hatchways							
" Deck * Material and thickness							
Fourth and Fifth Deck Stringer Plate, breadth & thickness							
" " Angles on ditto, No.							
" " Tie Plates outside Hatchways							
" " Deck, Material & thickness							
Poop Deck Stringer Plate, breadth & thickness	33 x 34		33 x 34				
" Angle on ditto	3 1/2 x 3 1/2 x 36		3 1/2 x 3 1/2 x 36				
" Tie Plates	9 1/2 x 34		9 x 34				
" Deck, Material and thickness	6 x 3 O.P.		3 1/2 pine				
Bridge Deck Stringer Plate, br'dth & thickness	38 x 40		38 x 40				
" Angle on ditto	3 1/2 x 3 1/2 x 44		3 1/2 x 3 1/2 x 44				
" Tie Plates							
" Deck, Material and thickness	Steel 30 sheathed 3" O.P.		Steel sheathed 30 2 1/2" O.P.				
Forecastle Deck Stringer Plate, b'dth & th'kns	33 x 34		33 x 34				
" Angle on ditto	3 1/2 x 3 1/2 x 36		3 1/2 x 3 1/2 x 36				
" Tie Plates							
" Deck, Material and thickness	Steel 36 sheathed 6 x 3 O.P.		Steel 26 sheathed 6 x 3 O.P.				
* If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.							



WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches in Ship.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
" " " " " " " " " " " "				STEM, moulding and thickness			
WEB-FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.			
" " " " " " " " " " " "				" " " " " " " " " " " "			
WEB-FRAMES, In After Body, No. and spacing				RUDDER, how constructed			
" " " " " " " " " " " "				" " " " " " " " " " " "			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				" " " " " " " " " " " "			
BULKHEADS.				STIFFENERS.			
W.T. BULKHEADS				" COLLISION "			
PARTITION "				LONGITUDINAL "			
PLATING.				RIVETING.			
STRAKES.				EDGES.			
AS IN SHIP.				PER RULE OR AS APPROVED.			
FLAT PLATE KEEL				GABBOARD OF A STRAKE			
THICKNESS OF SHEERSTRAKE				CLEAR OF LONG BRIDGE			
DO. OF STRAKE BELOW				DELT. OF Flat Plate Keel			
POOP SIDES				SHORT BRIDGE SIDES			
FORECASTLE SIDES				Where a long bridge is fitted the thickness of Upper Deck Sheerstrake and Strake below should also be stated clear of same.			
Upper Deck				Butts of Side Stringers			
Stringer Plate				Tie Plates			
Second Deck				Inner Bottom Plating, riveting of Edges			
Stringer Plate				Centre Girder Butts, riveted			
Frames, riveted through Plates with				Rivets, state whether Iron or Steel			
FRAMES extend in one length from				REVERSED FRAMES on floors and frames extend from			
MASTS, SPARS, &c.				DIAMETER AND THICKNESS.			
LOWER MASTS				BOWSPRIT			
Rigging, Material and Size, Shrouds				Sails.			

EQUIPMENT No. 28317				LETTER "W"				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS			
Number of Certificate.				Anchors.				WEIGHT, EX. STOCK.				TEST, PER CERTIFICATE.			
595				1st Bower				30.0.10				A.L.J.			
674				2nd				29.3.23				A.W.			
596				3rd				25.2.9				A.W.			
168				Stream				15.0.0				14.0.0			
171				Kedge				1.2.22				8.15.0			
Particulars of Drop Test of Cast Steel Anchors, viz. —				Weight, Surveyor's Initials, Number of Certificate, Date of Test.				1st Bower				2nd			
Chain Cables.				HAWERS AND WARPS.				Boats 2 Life Boats				Steering Gear, Steam			
969				2743				270				270			
90				90				90				90			
Boats 2 Life Boats				Steering Gear, Steam				Steering Gear, Hand				Steering Gear, Hand			
Pumps, Number 1				Diameter of Barrel				State whether they are in efficient working order				Yes			
Windlass is				Capstan				Capstan				Capstan			
Engine Room Skylights				How constructed?				Plates + Angles				Plates + Angles			
Coal Bunker Openings				How constructed?				Plates + Angles				Plates + Angles			
Number of Scuppers				and dimensions of Freeing Ports, &c.				6 Scuppers each side in Wells				3 freeing Ports each side			
Ceiling in Holds				thickness and material				2 1/2" O.P. under Hatchways in Bunkers				Cargo Battens, thickness and material			
Cargo Hatchways				How formed?				Plates + Angles				Coaming 24" high			
State size No. 1 Hatch (Forward)				No. 2 Hatch				No. 3 Hatch				No. 4 Hatch			
Number of Web Plates				Shifting Beams and Fore and Afters to each Hatch				Nos. 1 and 4				Nos. 2 and 3			
No. 3				No. 4				No. 5				No. 6			
Balwarks, height above deck and distance between				Main Rail, material and size				5" x 3 1/2" x 3/8" B.A.				5" x 3 1/2" x 3/8" B.A.			
The foregoing is a correct description.				Builder's Signature				Surveyor's Signature				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				Reference should be made in any correspondence connected with the case			
Workmanship				Are the butts of plating planed or otherwise fitted?				Planed or shipped				Planed or shipped			
Is the riveted work properly closed?				Yes				Yes				Yes			
Are the liners between the frames and plates solid single pieces?				Yes				Yes				Yes			
to plate, &c., conform well to each other?				Yes				Yes				Yes			
Are the butts of Plating, Stringers, &c., properly shifted and strapped?				Yes				Yes				Yes			
Have all the upper and weather decks been tested as required by the Rules (Sec. 26, par. 20)?				Yes				Yes				Yes			
Have all the gutterways been tested as required by the Rules (Sec. 26, par. 20)?				Yes				Yes				Yes			
General Remarks (State quality of workmanship, &c.)				This vessel has been constructed in accordance with the Rules and approved plans and the materials and workmanship have been found good.				Photo prints of the midship section and Profile and Decks have been forwarded.				Sister vessel to S/S. Eastern Leader (Kobe Reg. No. 2906) built by the Fujinagata Shipbuilding Co. and the "Akita Maru" built by the Nipponkai Senzan Kaisha, Nagasaki Works. And "Kico Maru" built by the same company. (Kobe Reg. No. 2899)			
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				Special Survey Fee			
Travelling Expenses, if any				State whether the Vessel has been built under Special Survey				I am of opinion this Vessel should be Classed				With, or without Freeboard, as condition of Class			
Committee's Minute				Character assigned				1000				1000			
LOWER MASTS				BOWSPRIT				Rigging, Material and Size, Shrouds				Sails.			



GENERAL REMARKS—(continued).

*[Faint, mostly illegible handwritten notes in the upper section of the form.]*

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 33.29 ft., R.Q.D. 74.25 ft., Bridge 74.25 ft., Forecastle 40.46 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 Decks (steel) and 2 Tiers of beams.  
Official No. 27128; Signal Letters S.B.L.F. State if Machinery is fitted aft No  
How are the surfaces preserved from oxidation? Inside 3 coats of paint Outside 3 coats of paint.  
Double bottom + bilges cement

**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>96'-3"</u>	<u>244.67</u>	Fore peak tank,		<u>55.96</u>
Double bottom, under Engines and Boilers,	<u>38'-6"</u>	<u>129.75</u>	After peak tank,		<u>25.83</u>
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,	<u>148'-6"</u>	<u>405.80</u>	Deep tank, forward,		
Double bottom, forward,			Other tanks, if fitted,		
	Total capacity of double bottom	<u>780.22</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.

Date

No. 54 in builder's yard.

DATES of Surveys held while building

1919 Dec. 25; 1920 Jan. 13, 21; Feb. 2, 22; Mar. 3, 17, 31; Apr. 2, 6, 10, 16; Apr. 20, 24, 29; May 3, 13, 15, 20, 27; June 4, 8, 16, 24, 26; July 2, 6, 10, 15, 21, 23, 27, 29;

Total No. of Visits 33

Surveyor's Signature

*[Handwritten signature: J. P. House]*

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