

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office, 15 FEB 1927.

Date of completion of report 18<sup>th</sup> DECEMBER 1926 Port of YOKOHAMA  
Survey held at URAQA Date, First Survey 19<sup>th</sup> JULY 1926 Last Survey 14<sup>th</sup> DECEMBER 1926  
On the (State if Single, Twin, or Triple screw) SINGLE SC SR. "TSUKUSHI MARU N<sup>o</sup> 2" Rig ✓

TONNAGE under 2083.88  
Tonnage Deck...  
Do. between Tonnage Dk. and 3rd and 4th Dk. 2083.88  
Total under Upper Dk. 2083.88  
Do. of Poop 27.20  
Do. of R.Q. Dk. 51.16  
Do. of Bridge House 44.05  
Do. of Forecastle 113.43  
Do. of Houses on Dk. 59.86  
Do. of excess of Hatchways 43.74  
Do. above Crown of Engine Room 2423.32  
Gross Tonnage 137.55  
Less Crew Space 775.46  
Less above Crown of Engine Room 41.15  
TONNAGE FOR FEES 42.28  
Less Engine Room 1426.88  
Register Tonnage as cut on Beam

CLASS 7100 A1.  
Breadth (greatest moulded) 43.50  
Depth, at middle of length from top of keel to top of upper deck beams at side 22.25  
Transverse Number 300 x 22.25 = 6675  
Length on deck from fore part of stem to after part of stern post 300  
Longitudinal Number L x (B + D) = 19725  
Depth "d," at middle of length (See Secs. 2 & 13) 13.48  
Proportions—Depths to Length—Upper Deck Beam at side to top of keel 10.17  
Long Bridge Deck Beam at side to top of keel 10.17  
Destined Voyage If Surveyed while Building, Afloat, or in Dry Dock WHILE BUILDING.

Built at URAQA  
When built 1926-12 Launched 13-10-26  
By whom built URAQA DOCK CO.  
Owners KANJIMA SHOGYO KABUSHIKI KAISHA  
Managers (Where necessary to be entered in Reg. Book.)  
Residence SHIMONOSEKI.  
Port belonging to SHIMONOSEKI.

LENGTH on Deck as per Rule	Feet.	Inches.	BREADTH—Moulded	Feet.	Inches.	DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams	Feet.	Inches.	No. of Decks with flat laid	ONE
300	0		43	6		Do.	do.	do.	No. of Tiers of Beams	ONE
Dimensions of Ship per Register, Length 300.4 breadth 43.5 depth 22.25										
Moulded depth, ft. 29 ins. 6 To Bridge Dk. Round of Upper Dk. Beam, Actual 10 1/2 ins.										
Moulded depth, ft. 22 ins. 3 To Upper Dk.										
FRAMING.						PILLARS.				
FRAME, Angles, or E or L Bars amidships						PILLARS In 'tween Deck, size and spacing				
Do. in peaks						" " Hold				
Do. in way of Double Bottoms at Solid Floors						" " Quarter 'tween Dks.,				
" " at intermdt. Bkts.						" " in Hold				
Spacing of Frames from centre to centre amidships						KEELSONS & STRINGERS.				
" " " from 1/2 length to Collision bulkhead						CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate				
" " " in peaks						Rider Plate				
REVERSED FRAME, Angles						Flat Plate Keel Angles				
Do. in way of Double Bottoms at Solid Floors						Horizontal Plates on Floors				
" " at intermdt. Bkts.						Angles or Bulb Angles				
FRAMING, depth of girder						SIDE KEELSONS, Number				
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships						Angles or Bulb Angles				
" in way of Engine and Boiler Spaces						Plate above floors, for length				
" thickness at the ends of vessel						Intercoastal Plate for length				
" depth at 1/2 the half breadth, as per Rule						Attached to outside Plating with Angle				
" height extended at the Bilges						BILGE KEELSON, Angles				
FLOORS in Cell. Double Bottoms						Intercoastal Plate for length				
" state if flanged (top & bottom)						Attached to outside Plating with Angle				
" Spacing of Solid floors						SIDE STRINGERS, Number				
CENTRE GIRDER, in Dbl. bottom, dpth. & thickness						Angles				
" Angles, Top						Intercoastal Plate, for length				
" " Bottom						Attached to outside plating with Angle				
" " to Floors						Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)				
" Brackets at intermdt. frmg., width & thkns						" " br'dth & thickness (in way of Bridge)				
SIDE GIRDERS, number on each side & thickness						" " Angle (clear of Bridge)				
" state if flanged (top and bottom)						" Tie Plate at sides of Hatchways				
" Angles (top and bottom)						Deck, Iron or Steel, for FULL lng.				
" to Floors						Thickness (clear of Bridge)				
MARGIN PLATE, depth (exclusive of flange) and thickness						" (in way of Bridge)				
" Angle to Outside Plating						Wood Deck. Material & thickness				
" Floors						Second Deck Stringer Plate, br'dth & thickness				
" Brackets at intermdt. frmg., width & thkns						Angles on ditto, No.				
" Height of Outside Brackets above at bilge						Tie Plates outside Hatchways				
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake						Deck, Iron or Steel, for lng.				
" in Engine and Boiler space						Wood Deck. Material & thickness				
" Remainder in Holds						Third Deck Stringer Plate, br'dth & thickness				
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angles on ditto, No.				
" In way of Long Bridge						Tie Plates, outside Hatchways				
" Spacing						Deck, Material and thickness				
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Fourth and Fifth Deck Stringer Plate, breadth & thickness				
" Spacing						Angles on ditto, No.				
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Tie Plates outside Hatchways				
" Angles on upper edge						Deck, Material & thickness				
" Spacing						Poop Deck Stringer Plate, breadth & thickness				
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Angle on ditto				
" Angles on upper edge						Tie Plates				
" Spacing						Deck, Material and thickness				
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Bridge Deck Stringer Plate, br'dth & thickness				
" Angles on upper edge						Angle on ditto				
" Spacing						Tie Plates				
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel						Deck, Material and thickness				
" Angles on upper edge						Forecastle Deck Stringer Plate, br'dth & th'kns				
" Spacing						Angle on ditto				
						Tie Plates				
						Deck, Material and thickness				

If Iron or Steel Deck, state if whole or part, and if Wood Deck is laid thereon.



WEB FRAMES. In Fore Body, No. and spacing THREE 8 FT. 0" brdth. & thickness 21" x .42 0" No. of Side Stringers TWO 0" WEB FRAMES, In E. & B. Space, No. & spacing ONE 0" brdth. & thickness 18" x .44 0" WEB FRAMES, In After Body, No. and spacing 1 0" brdth. & thickness 21" x .3 0" No. of Side Stringers Size of Face Angles to Web-Frames BRACKET PLATES to Stringers between Web Frames, depth and thickness

BULKHEADS. Thickness STIFFENERS. Horizontal. Vertical. Single or Double Frames. Height up, state deck. Total No. of W.T. BULKHEADS. In Ship 5 Per Rule 5 61.38-26 9.3-52.8.33 SINGLE 4.0 SCANTLINGS MIDSHIP BHDS. 82.44-26 9.3-52.8.33 113.38-26 10.3-46.8.33 COLLISION 141 34-26 89.3-48.8.24 SINGLE 4.0 AFT PEAK 8 30 9.3-52.8.24 SINGLE 4.0 PARTITION LONGITUDINAL

Are the Sluice Valves and Watertight Doors in efficient working order? YES

FORGINGS or CASTINGS. Inches in Ship. Inches per Rule, Or as Approved. KEEL, Bar, depth and thickness KEEL PLATE 0" STEM, moulding and thickness LOWER PART 8 x 2 1/4 FS 0" STERN-POST for Rudder do. do. C.S. 8 x 5 1/8 0" for Propeller C.S. 9 x 5 1/8 0" RUDDER-A x D\* Table 22. Speed 11 KNOTS 289.9 0" Main-Piece, diameter at head F.S. 8 1/2 DIA. 0" at heel 6 1/2 DIA. 0"

RUDDER, how constructed FORGED STL. MAIN PIECE & ARMS Thickness of Plates or Single Plate 1.04 Can the Rudder be unshipped afloat? YES

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.? YAWATA IMPERIAL STEEL WORKS JAPAN

OPEN HEARTH PROCESS Has the Steel been tested as required by the Rules? YES

PLATING. STRAKES. AS IN SHIP. PER RULE OR AS APPROVED. EDGES. Ordinary or jogged? BUTTS. Riveting. Double or Treble and for what Length. RIVETS. Diam. Spacing cr. to cr. STRAPS. Breadth. Thick-ness. If LAPPED. Breadth. For what Length.

FLAT PLATE KEEL (If Bar Keel, state Riveting.) 45 .62 .56 .56 45 .62 DOUBLE 5 1/4 7/8 3 1/2 TR. F-A. 7/8 3 1/2 9 FULL LEN. GARBOARD OR A Strake 60 .48 .40 .40 60 .48 4 1/2 3/4 3 3 R to D.R. 3/4 2 5/8 7 1/2 1/2 LEN. State actual thickness in way of Double Bottom. B 58 .48 .40 .40 58 .48 C 58 .48 .40 .40 58 .48 D 60 .48 .40 .40 60 .48 E 57 .48 .40 .40 57 .48 F 63 .48 .40 .40 63 .48 G 57 .48 .40 .40 57 .48 H 59 .56 .40 .40 59 .56 5 1/4 7/8 3 1/2 7/8 3 1/2 9 SHEER ST. & S. 59 .48 59 .48 5 1/4 7/8 3 1/2 4 R to 3-2 7/8 3 1/2 12 BIDGE SIDE M. 46 .46 46 .46 4 1/2 3/4 3 3 R. 3/4 2 5/8 7 1/2 BIDGE SHEER N. 46 .46 46 .46 4 1/2 3/4 3 3 R. 3/4 2 5/8 7 1/2 M N O P Q R S T U V W

THICKNESS OF SHEER STRAKE CLEAR OF LONG BRIDGE DO. OF STRAKE BELOW DBLG. of Flat Plate Keel 25 FT. .56 25 FT. .56 POOP SIDES 34 SHORT BRIDGE SIDES 36 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, 4 R. riveted for 3/5 length amidship. Stringer Plate Straps, single, double or overlapped for length amidship. Second Deck Butts, riveted for length amidship. Str nger Plate Straps, single or overlapped for length amidship.

Butts of Side Stringers riveted. Tie Plates riveted. Inner Bottom Plating, riveting of Edges S.R. Butts REMAIN. D.R. to S.R. Centre Girder Butts, 3 R to D.R. riveted. Keelson Butts, riveted. Frames, riveted through Plates with 3/4 x 7/8 in. Rivets, about 7 DIA. apart. Rivets, state whether Iron or Steel STEEL.

FRAMES extend in one length from TOP OF BILGE to UPPER DECK State if ordinary or jogged JOGGLED REVERSED FRAMES on floors and frames extend from CENTRE GIRDER TO MARGIN PLATE. State if ordinary or jogged JOGGLED

MASTS, SPARS, &c. Material. Total Length. DIAMETER AND THICKNESS. At Partners. Heel. Hounds. Head. No. of Plates in round. ANGLES. Number. Size. RIVETING. Seams. Butts. LOWER MASTS. Fore NO MASTS. PILES ON TOP OF BUILT UP BOWSPRIT MIZEN DERRICKS TO TAKE WIRELESS

Topmasts, Yards and Remainder of Spars Rigging, Material and Size, Shrouds Stays Sails. Suit of Sails, and the following spare sails

Form No. 1A.



EQUIPMENT No. 20572				LETTER <i>SH</i>				ANCHORS.				TONNAGE U.D.K. OR PLATING No. FOR TRAWLERS					
Number of Certificate.	Anchors.	WEIGHT, EX. STOCK.			WEIGHT OF STOCK.			TEST, PER CERTIFICATE.				WEIGHT REQUIRED 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.	U Patent state Name of Patentee		
7	1st Bower ...	43	3	0	STOCKLESS			38.33 <i>tm</i>				38	3	0		STOCKLESS	OSHIMA SW. TOKIO 27-9-26 R.O.B.
8	2nd „ ...	43	2	8	D°			38.15 -								D°	D°
9	3rd „ ...	43	2	3	D°			38.17 " <i>all little</i>								D°	D°
	4th „ ...																D°
	Collective weight.	130	3	11								110	0	0			
10	Stream .....	11	0	23	3	0	9	13.3 <i>tm</i>				10	0	0	ORDINARY	D°	D°
	Kedge.....																

Particulars of Drop Test of Cast Steel Anchors, viz. :—  
Weight, Surveyor's Initials, Number of Certificate, Date of Test.

1st Bower 26 CWTs 3 QRS. 6 LBS. R.O.B. N° 7 27-9-26  
2nd " 26 " 3 " 10 " " N° 8 "  
3rd " 26 " 3 " 6 " " N° 9 "  
4th " 11 " 0 " 23 " " N° 10 "

CHAIN CABLES.										HAWSERS AND WARPS.									
Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length 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.	Length and Size per Table 31.		
	Fathoms.	Ins.	Tons.	Tons.	Cwts. qrs. lbs.	Cwts. qrs. lbs.	Fathoms.	Ins.						Fathoms.	Ins.	Tons.	Fathoms.	Ins.	
23034	210	2	72	100	426-1-0	538-3-0	270	2	STUD R. SYKES & SONS CARDIFF 25/8/20 GUPEN				TOWLINE	100	4	46.7	90	4	
23079	60	2	72	100	126-1-0				LINK		10/9/20 G.W. PENK.		HAWSERS & WARPS	2090	2 1/2	12.5	2090	2 1/2	
	75	4 1/4	52.5				75	4 1/4	4.6 F.S.N. KWANSAI SENO OSAKA.					2090	2 1/4	9.5	2090	2 1/4	

Boats TWO LIFEBOATS Steering Gear, Steam EFFICIENT Steering Gear, Hand EFFICIENT  
Pumps, Number ONE HOR<sup>2</sup> WASHINGTON PUMP Diameter of Barrel 4" State whether they are in efficient working order YES  
Windlass is STEAM EFFICIENT. Capstan STEAM EFFICIENT.  
Engine Room Skylights.—How constructed? STEEL PTS & ANGLES. What arrangements for deadlights in bad weather? BULLS EYES & SHUTTERS.  
Coal Bunker Openings.—How constructed? STEEL How are lids secured? WOOD COVERS & TAR<sup>2</sup> Height above deck? 9"  
Number of Scuppers, and numbers and dimensions of Freeing Ports, &c. EIGHT FREEING PORTS EACH SIDE 3'9" x 1'3". 6 SCUPPERS EACH SIDE  
Ceiling in Holds, thickness and material 2 1/2 OREGON PINE Cargo Battens, thickness and material NO CARGO BATTENS  
Cargo Hatchways.—How formed? STEEL PTS & ANGLES Hatches, If strong and efficient? YES  
State size No. 1 Hatch (Forward) 30' x 22' No. 2 Hatch 30' x 22' No. 3 Hatch 30' x 22' No. 4 Hatch 30' x 22'  
Number of Web Plates, Shifting Beams and Fore and Afters to each Hatch 6 WEBS TO EACH HATCH. FORMED OF  
PLATE 17' x 136" AND TOP & BOTTOM ANGLES 4 1/2 x 4 1/2 No. of Breasthooks TWO No. of Crutches DEEP FLOORS.  
Bulwarks, height above deck and description 3'0" STEEL PLATE. x 25 Main Rail, material and size 6 x 3 x 134 BULB ANGLE.  
The foregoing is a correct description.  
Builder's Signature (here only) Shozo Asakawa. Uraga Dock Co. Surveyor's Signature James Brighton  
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)

Workmanship. Are the butts of plating planed or otherwise fitted? PLANED WHERE PRACTICABLE.

Is the riveted work properly closed? YES.

Are the liners between the frames and plates solid single pieces? FRAMES JOGGLED 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.)

The workmanship is good  
Wireless Installation Fitted.

Blue Print of Midship Section of Vessel  
as built is enclosed

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, and list of plans should be embodied in report.

The amount of Entry Fee ..... YEN : 60 Fees applied for, 14-12 1926  
Special Survey Fee .... £ " 294.3 Received by me, 24-12 1926  
Travelling Expenses, if any £ : 112.50

HAM  
Certificated to be sent to yka Date of issue 15/3/27

State whether the Vessel has been built under Special Survey YES.

I am of opinion this Vessel should be Classed +100 A.1.

With, or without Freeboard, as condition of Class WITHOUT FREEBOARD.

James Brighton  
Surveyor to Lloyd's Register of Shipping.

Committee's Minute MES. 15 MAR 1927

Character assigned 100 A.1.

Lloyd's A.V.C.P.

+ L.M.C. 12:26

Cargo Battens not fitted.

Note

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Lloyd's Register  
Foundation



GENERAL REMARKS—

UPPER DECK WIDE SPACED PILLARS

FRAME N <sup>o</sup>	SCANTLING	
14	✓ 8 × 3½ × 3½ × .46	DOUBLE CHANNELS
29	✓ 8 × 3½ × 3½ × .54	"
40	✓ "	"
55	✓ 8 × 3½ × 3½ × .50	"
92	✓ 9 × 4 × 4 × .48	"
107	✓ 8 × 3½ × 3½ × .52	"
119	✓ "	"
134	✓ "	"

GIRDERS AT HEADS OF PILLARS FITTED AS PER APPROVED PLAN  
FRAMINGS & CASTINGS. Copies of certificates enclosed herewith  
 by Rudder head, main piece & arms, Stem upper & lower & Stem frame  
MAIN FRAMING.

MAIN FRAMES IN AFT PEAK 6 × 3 × .34 BULB ANGLE TO UPPER DECK.  
 FRAMES IN WAY OF POOP SPACE 5 × 3 × .42 ANGLE

MAIN FRAMES IN WAY OF BRIDGE DK. 9 × 3 × .46 BULB ANGLE. ALL  
 EXTEND TO UPPER DK. 5½ × 3 × .34 BULB ANGLE FRAMES ALTERNATELY  
 AT BRIDGE SIDE (EVERY FRAME AT ENDS OF BRIDGE)

MAIN FRAMES IN WAY OF FORE PEAK 6 × 3 × .34 BULB ANGLE  
 EXTENDING TO UPPER & F'CLE DECKS ALTERNATELY.  
 INTERMEDIATE FRAMES 3½ × 3 × .38 ANGLE.  
 FORECASTLE SIDE FRAMES AFT OF FORE PEAK BULK: 5½ × 3 × .38 ANGLE.

ALL OTHER MAIN FRAMES EXTEND TO UPPER DECK.

FREEBOARD

New freeboards have been assigned by the Teikoku  
 Kaiji Kyokai and have now been verified and found  
 to be properly cut in as follows.  
 Cen. of disc. 3' 7½" below top of upper dk stringer plate amidships  
 Fresh Water 4¾" above cen. of disc. Indian Summer 3½" above  
 cen. of disc. Winter 3½" below cen. of disc.  
 Top of structure dk line in line with top of upper dk stringer plate at the outer surface of the

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 18.75 ft., R.Q.D. ✓ ft., Bridge 68 ft., Forecastle 27.62  
 (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated ✓

No. and Material of Decks and No. of tiers of Beams (this information is to be given as it should appear in the Register Book) 1 DK. STL. 1 TIER BEAM

Official No. 32524 : Signal Letters T.J.F.Y.

State if Machinery is fitted aft AMIDSHIPS.

If bottom of Vessel has been coated Inside CEMENT Outside BITUMASTIC ENAMEL give particulars of paint or other composition CARGO HOLDS COATED WITH BITUMASTIC ENAMEL

PARTICULARS OF WATER BALLAST.—State whether the Double bottom is constructed on the cellular system. CELLULAR.

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	94	218	Fore peak tank,	16.5	65
Double bottom, under Engines and Boilers,			After peak tank,	16	95
Double bottom, if under Engines only,	20	60	Deep tank, aft,		
Double bottom, if under Boilers only,	18	54	Deep tank, forward,		
Double bottom, forward,	118	288	Other tanks, if fitted,		
	Total capacity of double bottom	620	(If necessary, furnish further information by sketch.)		

\* The wells are not to be included in the lengths of the tanks. 250,

State whether the above have been tested as required by the Rules YES.

Order for Special Survey No. 2

Date 27-1-1926

No. 316 in builder's yard.

DATES OF SURVEYS held while building

1926. JULY 19. 29. AUG. 4. 9. SEPT. 2. 4. 8. 14. 17. 20. 23.  
 30 OCT. 11. 13. NOV. 1. 5. 12. 17. 19. 26. 30.  
 DEC. 2. 4. 7. 14.

Surveyor's Signature

James Brickston

Total No. of Visits 25

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