

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office: SAT. 10.A.

Date of completion of report  
Survey held at

Innoshima

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

Port of Kobe

Date, First Survey 6 February

Last Survey April 30th 1918

On the (State if Single, Twin, or ...)

Steel Single Screw Steamer "Totai Maru"

Rig 2 masts.

TONNAGE under

CLASS 100 A.1

FEET.

Master K. Kubota

Year of appointment (1) As Master in service of owner of present vessel: 1918 (2) As Master of this vessel: 1918

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

Breadth (greatest moulded) 43.75

Total under Upper Dk. 2757.06

Depth, at middle of length from top of keel to top of upper deck beams at side 27.25

Do. of Poop 46.59

Transverse Number 71.00

Do. of R.Q.Dk. 176.33

Length on deck from fore part of stem to after part of stern post 305.00

Castle 41.07

Longitudinal Number 21655

Do. on Dk. 73.01

Depth "d," at middle of length (See Secs. 2 & 13) 17.25

Do. of Hatchways 21.52

Proportions—Depths to Length—Upper Deck Beam at side to top of keel 11.2

Crown of 77.00

Long Bridge Deck Beam at side to top of keel 8.9

Image 3192.58

Destined Voyage Sailing via ports to San Francisco

Space 119.41

Crown of 1021.63

Room 21.45

Deck spaces 38.56

Tonnage 1991.53

Beam 1991.53

Built at Innoshima

When built 1918. Launched 10th April 1918.

By whom built Osaka Hon Tokai Innoshima branch

Owners Kobe Kwa Kisen Kabushiki Kaisha

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

Residence

Port belonging to Habu (Innoshima)

Destined Voyage Sailing via ports to San Francisco

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
305	0	Moulded	43	9	Top of Floors to top of Upper Dk. Beams	24	11 3/4	Two
					Do. do. do. do. Second Dk. Beams	17	5 3/4	Two
					Moulded depth, ft. 34 ins. 0			To Bridge Dk. Round of Upper 10 3/4 ins.
					Moulded depth, ft. 27 ins. 3			To Upper Dk. Dk. Beam, Actual

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
Angles, or [ or ] Bars amidships				PILLARS In 'tween Deck, size and spacing	8" x 4 1/2" x 12 ft.	8" x 4 1/2" x 12 ft.	8" x 4 1/2" x 12 ft.
Peaks				" " Hold	12" x 50 12 ft.	12" x 50 12 ft.	12" x 50 12 ft.
Way of Double Bottoms at Solid Floors	3 1/2	3 1/2	36	" " Quarter 'tween Dks.,			
" " at intermdt. Bkts.				" " in Hold			
of Frames from centre to centre amidships							
" " from 1/2 length to Collision bulkhead							
" " in peaks							
USED FRAME, Angles							
Way of Double Bottoms at Solid Floors	3 1/2	3 1/2	36				
" " at intermdt. Bkts.							
ING, depth of girder							
RS, depth and thickness of Floor Plate							
at mid-line for 1/2 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	In. 34	34	44				
RS in Cell. Double Bottoms	ho	ho	ho				
state if flanged (top & bottom)							
Spacing of Solid floors	72	72	72				
IE GIRDER, in Dbl. bottom, dpth. & thcknss.	38 x 48	38	38 x 48				
" " Angles, Top	3 1/2 x 3 1/2	44	3 1/2 x 3 1/2				
" " Bottom	4 x 4	56	4 x 4				
" " to Floors	5 x 5	48	5 x 5				
Brackets at intermdt. frmg., wdth & thcknss							
GIRDERS, number on each side & thickness	One	34	One				
state if flanged (top and bottom)							
" " Angles (top and bottom)	3 1/2 x 3 1/2	36	3 1/2 x 3 1/2				
" " to Floors	3 x 3	34	3 x 3				
IN PLATE, depth (exclusive of flange)	30	40	30				
and thickness	3 1/2 x 3 1/2	40	3 1/2 x 3 1/2				
" " Angle to Outside Plating	5 x 3 1/2	40	5 x 3 1/2				
" " Floors	5 x 3 1/2	40	5 x 3 1/2				
Brackets at intermdt. frmg., wdth & thcknss							
Height of Outside Brackets above at bilge							
BOTTOM PLATING, breadth and thickness of Middle Line Strake	38	44	38				
" " in Engine and Boiler space	44	52	44				
" " Remainder in Holds							
5. Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
In way of Long Bridge							
Spacing							
6. Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
Spacing							
7. Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing							
8. Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing							
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing							
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel							
Angles on upper edge							
Spacing							

WEB FRAMES.				FORGINGS or CASTINGS.			
Inches in Ship.				Inches per Rule.			
WEB-FRAMES, In Fore Body, No. and spacing				KEEL, Bar, depth and thickness			
No. of Side Stringers				STEM, moulding and thickness			
WEB-FRAMES, In E. & B. Space, No. and spacing				STERN-POST for Rudder do. do.			
No. of Side Stringers				for Propeller			
WEB-FRAMES, In After Body, No. and spacing				RUDDER-A x D Table 22. Speed			
No. of Side Stringers				Main-Piece, diameter at head			
Size of Face Angles to Web-Frames				at heel			
BRACKET PLATES to Stringers between Web Frames, depth and thickness				RUDDER, how constructed			
BULKHEADS.				Thickness of Plates or Single Plate			
W.T. BULKHEADS				Can the Rudder be unshipped afloat?			
" COLLISION "				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			
PARTITION "				Plates, Plating, &c.?			
LONGITUDINAL "				Has the Steel been tested as required by the Rules?			
Are the outside Plates doubled two spaces of Frames in length?				Are the Sluice Valves and Watertight Doors in efficient working order?			
PLATING.				RIVETING.			
STRAKES.				EDGES			
AS IN SHIP.				PER RULE OR AS APPROVED.			
AMIDSHIP.				AMIDSHIP.			
FORWARD.				AFT.			
Breadth.				Thickness.			
Inches.				Inches.			
Flat Plate Keel				Double			
Garboard or A Strake				Double			
B				C			
C				D			
D				E			
E				F			
F				G			
G				H			
H				J			
J				K			
K				L			
L				M			
M				N			
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Z				AA			
AA				AB			
AB				AC			
AC				AD			
AD				AE			
AE				AF			
AF				AG			
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AH				AI			
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AJ				AK			
AK				AL			
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BC				BD			
BD				BE			
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BQ				BR			
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BS				BT			
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BW				BX			
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OZ				PA			
PA				PB			
PB				PC			
PC				PD			
PD				PE			
PE				PF			

# PARTICULARS OF LONGITUDINAL FRAMING.

FRAMING.		AMIDSHIPS.			ENDS.			AMIDSHIPS.			ENDS.			RIVETING.														
		In Ship.			In Ship.			Per Rule or as approved.			Per Rule or as approved.			Rivets in Longitudinal Frames. Diam. Spacing.	Spacing of Rivets on each side of Transverses and Bulkheads. Inches.	Rivets in Brackets to Bulkheads.												
		Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.	Ins.			Number.	Diameter.											
Framing of L, L or C																												
Frames in Bridge 'tween Decks		6	3 1/2	40	6	3 1/2	36	6	3 1/2	40	6	3 1/2	36	7/8	5/4	5												
Frames from Uppermost Continuous Deck																												
Framing from Awning, Shelter or Upper Deck to Margin Plate.		No. 1																										
		No. 2																										
		No. 3	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"	6											
		No. 4	7 1/2	3 1/2	44	7 1/2	3 1/2	40	7 1/2	3 1/2	44	7 1/2	3 1/2	40	"	4 3/8	"											
		No. 5	8 1/2	3 1/2	44	8 1/2	3 1/2	40	8 1/2	3 1/2	44	8 1/2	3 1/2	40	"	"	7											
		No. 6	9	3 1/2	44	8 1/2	3 1/2	44	9	3 1/2	44	8 1/2	3 1/2	44	"	3 1/2	"											
		No. 7	9	3 1/2	50	9	3 1/2	46	9	3 1/2	50	9	3 1/2	46	"	"	8											
		No. 8	9 1/2	3 1/2	56	9 1/2	3 1/2	52	9 1/2	3 1/2	56	9 1/2	3 1/2	52	"	"	6											
		No. 9	7	3 1/2	40	7	3 1/2	36	7	3 1/2	40	7	3 1/2	36	"	"	"											
		No. 10	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"										
Spacing of Longitudinal Frames		Amidships			30			30			30																	
Double Bottoms L, L or C		Tank Top Longitudinals			7 1/2			3 1/4																				
		Bottom			7 1/2			3 1/4																				
Spacing of Longitudinals		Amidships			30																							
		At Ends																										
Transverses.																												
In Bridge		Depth and Thickness			14 x 38			14			38			14			38											
'tween Decks		Face Angles			BA.			7 1/2			3 1/2			48			7 1/2			3 1/2			48					
		Lugs to Shell			3 1/2			3 1/2			38			3 1/2			38			7/8			4 3/8					
In Awning, Shelter or Upper 'tween Decks.		Depth and Thickness			16			38			16			38			16			38								
		Face Angles			8			3 1/2			64			8			3 1/2			64								
		Lugs to Shell			3 1/2			3 1/2			40			3 1/2			3 1/2			40			7/8			4 3/8		
In Hold.		Depth and Thickness			23-29			48			23-29			48			23-29			48								
		Face Angles			9			3 1/2			58			9			3 1/2			58								
		Lugs to Shell			6			6			46			6			6			46			7/8			4 3/8		
		Brackets			3"			34			34			34			34											
Spacing of Transverse Frames		12 feet			1 in			per profile																				
* State if jogged or liners.																												
Longitudinal Beams of L, L or C		BA.			Bridge Deck			6			3			36			5 1/2			3			36			36		
		BA.			Awg. or Shl. Dk.			6 1/2			3			36			6 1/2			3			36			39-30		
		BA.			Upper			7 1/2			3			40			7			3			36			48-42		
		BA.			Second			7 1/2			3			40			7			3			36					
		BA.			Third																							

The particulars of framing in peaks (if ordinary), Floors, Centre Girders, Side Girders and Margin Plate and their angle attachments, etc., to be entered in their respective places provided for on the Report Forms.

NOTE:—This slip to be pasted on the fourth page of the Report, and reference to same to be made under framing, etc., on the first page.

5-12-15. T.

**PARTICULARS FOR RECORD in the REGISTER BOOK.**—Length of Poop 19 ft., R.Q.D. ft., Bridge 82 ft., Forecastle 3 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 should appear in the Register Book) Two decks; Steel.

Official No. 22427; Signal Letters NTPJ State if Machinery is fitted aft

How are the surfaces preserved from oxidation? Inside Cement Paint 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.	Water Capacity.	Where Fitted.	Length.	Water Capacity.
Feet.	Tons.	Feet.	Tons.	Feet.	Tons.
Double bottom, aft, <u>No. 3, 10'-0" = 180 tons</u>	17'-2"	225.	Fore peak tank,	15'-5"	20
Double bottom, under Engines and Boilers,			After peak tank,	8'-0"	534
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, <u>No. 1, 60'-0" = 85-5 tons.</u>	137'-10"	293.5.	Other tanks, if fitted,		
		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. February 6<sup>th</sup>, 10<sup>th</sup> March, 14, 20, 26, 27 April 12<sup>th</sup>

Date 25<sup>th</sup>, 30<sup>th</sup>

No. 933 in builder's yard

Surveyor's Signature R. Balchelor

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