

STEEL STEAMER OF MOTORSHIP

Received at London Office SEP 19 1938

State if Report has been sent on the Freeboard of the Vessel *no*State if Report is sent on the Machinery of the Vessel *yes*

Date of completion of report

30/8/38

Port of *Kobe*

No. 10731

Survey held at *Osaka*

Date First Survey

7th Sept. 1937

Last Survey

11th July

1938

On the (State if Machinery fitted Aft and if Single, Twin or Triple Screw)

Steel Single Screw Tug "TAYGA"

State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings)

Full Scantling

State Type of Erections

none

TONNAGE under Tonnage Deck...

3/8

CLASS

+100 A1

State if with freeboard as condition of Class

no

Built at

Osaka

Do. of space or spaces between Tonnage Dk. and Upper Dk.

✓

Length from fore part of stem to after part of stern post on summer L.W.L. See Sec. 3 (1a)

L

140.09

Length over all

148.16

Breadth (greatest moulded)

B

25.92

Breadth over keel

26.26

Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c)

D

13.78

1st Longitudinal Number (L x D)

= 1939

2nd Numeral L x (B + D)

= 5587

Framing Depth "d" at middle of length. See Sec. 3 (1d)

12.3

Proportions—Depth to Length—Uppermost continuous deck to top of keel

10.2

Do. Long Bridge to top of keel

✓

Draught Moulded

3.32 metres

Launched

*11th April/38*Yard No. *194*

Builders

Hamura Shipyard Co. Ltd.

Owners

U.S.S.R.

Managers

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

Residence

Port of Registry

Vladivostok

If surveyed while building, afloat, or in dry dock

while building.

REGISTERED DIMENSIONS.

Length

42.40 140.09

Breadth

4.90 25.92

Depth

4.20 13.78

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP. & up	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP. & up	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships			Bracket Floors, Frame		
" " from $\frac{3}{8}$ length to Collision bulkhead	<i>559</i>	<i>✓</i>	" " Reversed Frame		
" " in peaks			" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	<i>800 x 9</i>	<i>✓</i>
Frame Amidships, Angle, <i>E or F</i>	<i>150 90 9</i>	<i>✓</i>	" " top Angles	<i>75 75 9 DA</i>	<i>✓</i>
" " Extends up to	<i>Centre line 12 in Bunkers to Deck.</i>	<i>✓</i>	" " bottom Angles	<i>Elect. welded to bar keel</i>	<i>✓</i>
Reversed Frame Amidships, Angle			Side Girders, No. each side and thickness	<i>Two, 7</i>	
<i>Intermediate frame forward of frame 61.</i>	<i>125 75 9 A</i>	<i>✓</i>	Margin Plate depth (excl. of flange) and thickness	<i>8 Horizontal</i>	<i>✓</i>
Extends up to			" " Vertical Angle to Tank side		
Depth of Framing Girder			Bracket abaft $\frac{1}{2}$ len. from stem	<i>75 75 9</i>	<i>✓</i>
Frames in Uppermost Continuous 'tween Decks, Angle, [or]			" " Vertical Angle to Tank side		
" " Second 'tween Decks, Angle, [or]			Bracket forward $\frac{1}{2}$ len. from stem		
" " Third " " " "			Gussets, spacing and scantling abaft $\frac{1}{2}$ len. from stem		
Framing in Peaks, Angle	<i>125 75 9</i>	<i>✓</i>	" " Gussets, spacing and scantling forward $\frac{1}{2}$ len. from stem		
Diameter and Spacing of Rivets through Frame and Shell Plating amidships			Tank Side Brackets, height above base line at toe of Frame and thickness	<i>12 45, 8</i>	<i>✓</i>
State if Frame Joggled	<i>no</i>		INNER BOTTOM PLATING.		
PANTING ARRANGEMENTS (Sec. 7), state system and particulars			Breadth and thickness of Middle Line Strake	<i>8 throughout</i>	
STRENGTHENING OF BOTTOM FORWARD. State Particulars			Thickness of remainder in Holds		
SINGLE BOTTOM.			Are Rule requirements complied with regarding increases of scantlings in way of double bottom in E. & B. space and framing in Bunkers and Boiler Room?	<i>yes</i>	
Floors, Depth and thickness at mid-line in Holds	<i>450 x 8</i>	<i>✓</i>	BEAMS.		
Height of Brackets at side above base line at toe of frame	<i>10 in BR & Bunkers</i>	<i>✓</i>	Uppermost Continuous Deck, amidships in Wells, Angle, E or F	<i>125 75 9</i>	<i>✓</i>
Middle Line Keelson, on Floors, Angles, E or F	<i>230 90 11 J</i>	<i>✓</i>	" " in way of Bridge, Angle, [or]		
" " Through Plate or Intercoastal Plate	<i>200 90 11 J + Plate in Boiler Room & Bunkers</i>	<i>✓</i>	Spacing	<i>Every frame</i>	<i>✓</i>
" " Foundation Plate on Floors	<i>600 x 10 in BR & Bunkers</i>	<i>✓</i>	Second Deck, amidships, Angle, [or]		
" " Flat Plate Keel Angles			Spacing		
Side Keelsons, No. each side	<i>one</i>	<i>✓</i>	Third Deck, amidships, Angle, [or]		
" " thickness of Intercoastal Plate	<i>none</i>	<i>✓</i>	Spacing		
" " Angles	<i>125 75 13</i>	<i>✓</i>	Fourth Deck, amidships, Angle, [or]		
DOUBLE BOTTOM. in Engine Room			Spacing		
Solid Floors, thickness and spacing	<i>7 in at every ft.</i>	<i>✓</i>	Poop Deck, Angle, [or]		
" " Are Frame and Reversed Frame joggled?	<i>no</i>		Spacing		
Bracket Floors, breadth and thickness at middle line			Bridge Deck, Angle, [or]		
" " breadth and thickness at margin plate			Spacing		
			Forecastle Deck, Angle, [or]		
			Spacing		

PILLARS AND DECKS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
PILLARS, No. of Rows.....	<i>one Row</i>	✓	Stringer Plate, breadth and thickness in way of Bridge		
" in 'tween Decks, Size and Spacing.....	<i>8 x 8</i>	✓	Thickness of Plating abreast Deck openings in way of Wells		
" " " " "			Thickness of Plating abreast Deck openings in way of Bridge		
" in Holds " "	<i>70 x 70</i>	✓	Thickness of Plating within line of openings...		
" " " " "			If Sheathed, material and thickness		
Centre Line Bulkhead.	<i>none</i>	✓	Third Deck.		
Stiffeners and Spacing.....			Stringer Plate, breadth and thickness.....		
Plating, thickness of			If Plated, state thickness.....		
STRINGERS AND DECKS.			Fourth Deck.		
Uppermost Continuous Deck.			Stringer Plate, breadth and thickness.....		
Stringer Plate, breadth and thickness in Wells	<i>1220 x 8</i>	✓	If Plated, state thickness		
" " " " in way of Bridge			Poop Deck.		
" Angle in Wells	<i>75 75 9</i>	✓	Stringer Plate, breadth and thickness		
Thickness of Plating abreast Deck openings in way of Wells	<i>7</i>	✓	Plating, Sheathing, material and thickness ...		
Thickness of Plating abreast Deck openings in way of Bridge	<i>-</i>		Bridge Deck.		
Thickness of Plating within line of openings...	<i>7</i>	✓	Stringer Plate, breadth and thickness.....		
If Sheathed, material and thickness	<i>65 pine</i>	✓	Plating, Sheathing, material and thickness ...		
Second Deck.			Forecastle Deck.		
Stringer Plate, breadth and thickness in Wells...			Stringer Plate, breadth and thickness.....		
			Plating, Sheathing, material and thickness ...		

SHELL PLATING.

SCANTLINGS.					RIVETING.						
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES		BUTTS.			
	AMIDSHIPS.		FORWARD.	AFT.		State if jogged?	RIVETS.	No. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.	
First Plate Keel	<i>1220</i>	<i>10</i>	<i>9</i>	<i>9</i>		<i>Double</i>	<i>3/4 3 1/2</i>	<i>Three</i>	<i>3/4</i>	<i>2 5/8</i>	<i>Lapped</i>
" DBLG. (if any)											
BOTTOM PLATING, No. of Strakes		<i>9</i>	<i>12</i>	<i>8</i>		<i>Single</i>	<i>5/8 2 3/4</i>	<i>Two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>do</i>
BILGE PLATING, No. of Strakes		<i>9</i>	<i>13</i>	<i>8</i>		<i>Single</i>	<i>5/8 2 3/4</i>	<i>Two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>do</i>
SIDE PLATING, No. of Strakes		<i>9</i>	<i>13</i>	<i>13</i>		<i>Single</i>	<i>5/8 2 3/4</i>	<i>Two</i>	<i>5/8</i>	<i>2 1/4</i>	<i>do</i>
UPPER DECK, Sheer-strake in Wells.....	<i>1220</i>	<i>13</i>	<i>8</i>	<i>8</i>		<i>Double</i>	<i>7/8 3 1/2</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>do</i>
UPPER DECK, Sheer-strake in Bridge ...											
STRAKE BELOW Sheer-strake in Wells.....		<i>13</i>	<i>13</i>	<i>13</i>		<i>Double</i>	<i>7/8 3 3/8</i>	<i>Three</i>	<i>7/8</i>	<i>3 1/8</i>	<i>do</i>
STRAKE BELOW Sheer-strake in Bridge ...											
POOP SIDE PLATING											
BRIDGE SIDE PLATING ...											
FORECASTLE SIDE PLATING											

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—					
Extending to Upper Deck (Sec. 3 c)		4 ✓			
,, Deck next below					
As per Rule		4 ✓			
	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings.	Spacing.	Scantlings.	Spacing.
MIDSHIP BULKHD.	Upper tween decks				
	Frame 51 upper Part	7	100.75	10	750 ✓ - -
	Second				
	" In way of Deep Tank	9-10	150	90.9	610 ✓ - -
	Third				
	Third				
	Holds				
COLLISION	70 x 72 (in Hold)	7-10	150	90.9	550 ✓ Chain Lockers
					600 ✓ bottom
AFTER PEAK	40 x 5	7-10	125	75	10 ✓ - -

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	<i>Rolled</i>	<i>182 x 38</i>	✓	<i>app. 178 x 38</i>
STEM	<i>C.S.</i>	<i>Special Design</i>	<i>See app. plan</i>	
STERN FRAME	Propeller Post	<i>C.S.</i>	<i>146 x 100</i>	<i>below bon</i>
	Rudder	<i>none</i>	<i>146 x 83</i>	<i>above bon. ✓</i>
RUDDER—A x D.....	<i>40</i>			<i>maker of all these castings ✓</i>
Speed of Vessel	<i>11</i>			<i>is :-</i>
RUDDER mainpiece at head ...	<i>112</i>	<i>Special</i>	<i>Miki Chuko</i>	
" " heel ...	<i>C.S.</i>	<i>Cast Steel</i>	<i>Gomei Kaisha</i>	
" how constructed		<i>design</i>	<i>of Osaka. ✓</i>	
" double or single plate		<i>See app. plan</i>		
" coupling, vertical or horizontal.....				

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) *Osano Shipbuilding Co. ; Nippon Seitetsu Kaisha ;*

Has the Steel been tested as required by the Rules? *yes. ✓*

GENERAL REMARKS—(The Surveyor should state the Number of Report and Name of any Sister Vessel. Plans showing Vessel as built should be forwarded and a List of the Plans should be embodied.)

The following plans and documents are forwarded with this report.

(1) Midship Section } as built. } Built as approved.
(2) Profile and Deck } *ARR.*

Forging & Casting Certificates ✓

The Steel advice notes will be forwarded when ✓
the three ships are completed.

This vessel is a sister ship of the :-

K.I.M. Builders No 192

Kongau " " 193

Posyet " " 195 ✓

and Nos 198 & 199 now building.

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

1st Bower CERT N° 1409 : WT. OF HEAD (EX BLOCK) CWT. 6 - 0 - 27 TOTAL WT 9 - 0 - 6 T.M. : 8
2nd " " 1406 : - Do. - Do. 5 - 0 - 14 - Do - 8 - 0 - 19 T.M. : 8
3rd " ✓

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 (this information is to be given as it should appear in the Register Book) 1 Dk Ste.

Official No. ✓ ; Signal Letters ✓ Is bottom of Vessel coated with cement *yes.* if not give particulars of composition

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	-	-	Fore peak tank,	12 ✓	13 ✓
Double bottom, under Engines and Boilers,	-	-	After peak tank,	-	3 ✓
Double bottom, if under Engines only, 14 to 28	25.7	22 ✓	Deep tank, aft,	-	-
Double bottom, if under Boilers only,	-	-	Deep tank, forward,	51 to 59	14.7 ✓ 47 ✓
Double bottom, forward,	-	-	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.

Order for Special Survey No. 67

Date 21st Oct 1936

Dates of Surveys held while building

Sept 1937 : 7, 14.

Oct 1937 : 8, 19, 21, 27.

Nov. 1937 : 2, 10, 12, 18, 25, 29.

Dec 1937 : 7, 14, 20, 22, 23

Jan 1938 : 10, 11, 12, 18, 25, 29

Feb. 1938 : 3, 9, 15, 23

Mar 1938 : 1, 8, 14, 18, 26

Apr. 1, 5, 8, 11, 18, 23, 28, May 5, 10, 17, 23, 30

JUNE 7, 9, 15, 17, 22

Total No. of Visits 49