

# With or Without Disconnected Erections.

## STEEL STEAMER.

Received at London Office THU. JUN. 6 - 1918

State of Report is also sent on the Machinery of the Vessel *Yes*

Date of completion of report *21st Febry 1918* Port of *Kobe*  
Survey held at *Osaka* Date, First Survey *24 Aug. 1917* Last Survey *28 January 1918* No. *2187*

On the (State if Single, Twin, or Triple Screw) *Steel Single Screw Steamer*

*Kifunezan Maru* Rig *2 masts*  
CLASS *+100A1* No. *2*  
Master  
Year of appointment  
Built at *Osaka*  
When built *1918 - 1* Launched *10 Jan 1918*  
By whom built *Osaka Iron Works, Ltd.*  
Owners *Hashimoto Kisen Kaisha*  
Managers  
(Where necessary to be entered in Reg. Book.)  
Residence *Nagasaki*  
Port belonging to *Nagasaki*

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

LENGTH on Deck as per Rule *305* Feet. *0* Inches. BREADTH Moulded *43* Feet. *9* Inches. DEPTH, ACTUAL—Top of Floors to top of Upper Dk. Beams *25* Feet. *0* Inches. Do. do. do. do. Second Dk. Beams *17* Feet. *0* Inches. No. of Decks with flat laid *2* No. of Tiers of Beams *2*

Dimensions of Ship per Register, Length *305.0* breadth *43.75* depth *24.25* Moulded depth, ft. *34* ins. *9* To Bridge Dk. Round of Upper Dk. Beam, Actual *11* ins. Moulded depth, ft. *24* ins. *3* To Upper Dk.

FRAMING.				PILLARS.			
Inches in Ship	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches in Ship	Inches in Ship	Inches per Rule Or as Approved	Inches per Rule Or as Approved
FRAME, Angles, <i>10 x 3 1/2 x 64</i> Bars amidships				PILLARS, In 'tween Deck, size and spacing			
Do. in peaks	<i>6 1/2</i>	<i>3 1/2</i>	<i>40</i>	" "	" "	" "	" "
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	" "	" "	" "
" " at intermdt. Bkts.	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	" "	" "
Spacing of Frames from centre to centre amidships	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	" "	" "
" " length to Collision bulkhead	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	" "	" "
" " in peaks	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	" "	" "
REVERSED FRAME, Angles				KEELSONS & STRINGERS.			
Do. in way of Double Bottoms at Solid Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	CENTRE LINE KEELSON, Vertical Plate above floors, Through Plate, or Intercoastal Plate			
" " at intermdt. Bkts.	<i>24 1/2</i>		<i>24 1/2</i>	" "	Rider Plate		
FRAMING, depth of girder				" "	Flat Plate Keel Angles		
FLOORS, depth and thickness of Floor Plate at mid-line for 1/2 length amidships				" "	Horizontal Plates on Floors		
" in way of Engine and Boiler Spaces	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	Angles or Bulb Angles		
" thickness at the ends of vessel	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	SIDE KEELSONS, Number		
" depth at 1/2 the half breadth, as per Rule	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	Angles or Bulb Angles		
" height extended at the Bilges	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	Plate above floors, for length		
FLOORS in Cell. Double Bottoms				" "	Intercoastal Plate, for length		
" state if flanged (top & bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	Attached to outside Plating with Angle		
" Spacing of Solid floors	<i>24 1/2</i>		<i>24 1/2</i>	" "	BILGE KEELSON, Angles		
CENTRE GIRDER, in Dbl. bottom, dpth. & thcknss				" "	Intercoastal Plate for length		
" Angles, Top	<i>4</i>	<i>4</i>	<i>56</i>	" "	Attached to outside Plating with Angle		
" Bottom	<i>6</i>	<i>6</i>	<i>74</i>	" "	SIDE STRINGERS, Number		
" to Floors	<i>5</i>	<i>5</i>	<i>50</i>	" "	Angle		
Brackets at intermdt. frmng., wdth & thcknss	<i>38</i>	<i>48</i>	<i>38</i>	" "	Intercoastal Plate, for length		
SIDE GIRDERS, number on each side & thickness				" "	Attached to outside plating with Angle		
" state if flanged (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	Upper Deck Stringer Plate, br'dth & thickness (clear of Bridge)		
" Angles (top and bottom)	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	" "	<i>49</i>	<i>52</i>
" to Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	" "	<i>49</i>	<i>52</i>
MARGIN PLATE, depth (exclusive of flange) and thickness				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Angle to Outside Plating	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Floors	<i>3 1/2</i>	<i>3 1/2</i>	<i>36</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
Brackets at intermdt. frmng., wdth & thcknss	<i>33</i>	<i>40</i>	<i>33</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
Height of Outside Brackets above at bilge	<i>29</i>		<i>29</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
INNER BOTTOM PLATING, breadth and thickness of Middle Line Strake				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" in Engine and Boiler space	<i>38</i>	<i>44</i>	<i>36</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Remainder in Holds	<i>36</i>	<i>32</i>	<i>36</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Upper Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" In way of Long Bridge	<i>8 1/2</i>	<i>3</i>	<i>48</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Second Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>8 1/2</i>	<i>3</i>	<i>44</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Third and Fourth Deck, Single Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Angles on upper edge	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>8 1/2</i>	<i>3</i>	<i>42</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Poop Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Angles on upper edge	<i>49</i>	<i>48</i>	<i>49</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>7</i>	<i>3</i>	<i>40</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Bridge Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Angles on upper edge	<i>49</i>	<i>48</i>	<i>49</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>24 1/2</i>		<i>24 1/2</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
BEAMS, Forecastle Deck, Angle, Bulb Angle, Plate, Tee Bulb, or Channel				" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Angles on upper edge	<i>8 1/2</i>	<i>3 1/2</i>	<i>50</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>
" Spacing	<i>48</i>	<i>49</i>	<i>48</i>	" "	" "	<i>4 1/2</i>	<i>4 1/2</i>



GENERAL REMARKS—(continued).

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop 24.9 ft., R.Q.D. ✓ ft., Bridge 93.9 ft., Forecastle 33.0 (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 should appear in the Register Book) 2 Stks (Steel)

Official No. ; Signal Letters State if Machinery is fitted aft No. 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.
Double bottom, aft,	91.9	177.8	Fore peak tank,		58.5
Double bottom, under Engines and Boilers,	39.6	113.0	After peak tank, 17.1 (lower) + 39.0 =		56.1
Double bottom, if under Engines only,			Deep tank, aft,		
Double bottom, if under Boilers only,			Deep tank, forward,		
Double bottom, forward, No. 1. 87.8 ft. No. 2. 225.7 ft. 132.7		313.5	Other tanks, if fitted,		
		604.3	(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 4<sup>th</sup> Aug. 1917

No. 924 in builder's yard.

DATES OF SURVEYS held while building

24<sup>th</sup> 29<sup>th</sup> August. 3<sup>rd</sup> 13<sup>th</sup> 22<sup>nd</sup> 28<sup>th</sup> Sept. 4<sup>th</sup> 8<sup>th</sup> 20<sup>th</sup> 26<sup>th</sup> 30<sup>th</sup> Oct. 1<sup>st</sup> 4<sup>th</sup> 13<sup>th</sup> 20<sup>th</sup> Nov. 1<sup>st</sup> 7<sup>th</sup> 12<sup>th</sup> 20<sup>th</sup> 24<sup>th</sup> Dec. 1917 8<sup>th</sup> 9<sup>th</sup> 10<sup>th</sup> 14<sup>th</sup> 22<sup>nd</sup> 24<sup>th</sup> 28<sup>th</sup> January 1918

Total No. of Visits 27

Surveyor's Signature

Arthur H. Jones

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