

STEEL STEAMER OR MOTORSHIP.

Received at London Office 8 OCT 1930

State if Report has been sent on the Freeboard of the Vessel Yes (Kobe).

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

Date of completion of report 15th September 1930. Port of NAGASAKI. No. 1745,
 Survey held at NAGASAKI. Date First Survey 19th April, 1929. Last Survey 3rd September 1930
 On the (State if Machinery fitted with or without Tonnage Openings) Steel Twin Screw Motor Ship "YASUKUNI MARU".
 State Type (Full Scantling, Complete Superstructure with or without Tonnage Openings) Intermediate between Full Scantling and Complete Superstructure without Tonnage Openings. State Type of Erections Bridge, Poop, F'ole Combined

TONNAGE under 8,372.82 CLASS *100A1. State if with freeboard as condition of Class Yes Built at Nagasaki.
 Do. of space or spaces between Tonnage Dk. and Upper Dk. Length from fore part of stem to after part of stern on summer L.W.L. See Sec. 3 (1a) L 505.0
 Breadth (greatest moulded) B 64.0
 Depth, at middle of length from top of keel to top of beam at side of uppermost continuous deck. See Sec. 3 (1c) D 37.0
 Gross Tonnage 11,929.52
 Register Tonnage 7,157.70
 1st Longitudinal Number (L x D) = 18685
 2nd Numeral L x (B + D) = 51005
 Framing Depth "d," at middle of length. See Sec. 3 (1d) 24.67
 Proportions—Depth to Length—Uppermost continuous deck to top of keel 13.65
 Do. Long Bridge to top of keel 10.98
 Draught Moulded 28'-6.96"
 Launched 15th Feb. 1930. Yard No. 468.
 Builders Nagasaki Works, Mitsubishi Zosen Kaisha, Ltd.
 Owners Nippon Yusen Kabushiki Kaisha.
 Managers /
 (Where necessary to be entered in Reg. Book.)
 Residence Tokio.
 Port of Registry Tokio.
 If surveyed while building, afloat, or in dry dock While Building.

FRAMES, DOUBLE BOTTOM AND BEAMS.

	INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.		INCHES IN SHIP.	Any Departure from Approved Plans to be Noted.
FRAMES, Spacing amidships	30		Bracket Floors, Frame		
" " from 1/2 length to Collision bulkhead	27		" " Reversed Frame		
" " in peaks	24		" " Vertical Struts		
SIDE FRAMING.			Centre Girder, depth and thickness amidships	48 .64-.50	
Frame Amidships, Amidships [	10 3 1/2 .42 web cut down to form 6x3x.42 L between B & U Dks alternately.		" " top Angles D.A.	3 1/2 3 1/2 .58-.54	
" " Extends up to	Bridge Deck		" " bottom Angles "	5 5 .68-.62	
Reversed Frame Amidships, Angle	7 3 1/2 .42		Side Girders, No. each side and thickness	2 .45	
" " Extends up to	2nd Deck		Margin Plate depth (excl. of flange) and thickness	43"x.57	
Depth of Framing Girder	12 (13 in No.2 Hold)		" " Vertical Angle to Tank side Bracket abaft 15% from stem	6 6 .50	
Frames in Uppermost Continuous 'tween Decks, Amidships [	10 3 1/2 .42		" " Vertical Angle to Tank side Bracket forward 15% from stem	6 6 .50	
" " Second 'tween Decks, Amidships [	10 3 1/2 .42		" " Gussets, spacing and scantling abaft 1/2 len. from stem	Every frame continuous plate .44 in way of P.O. tank & Deep tanks.	
" " Amidships " " "	10 3 1/2 .52 No.1 & 5 Dk Sp.		" " Gussets, spacing and scantling forward 1/2 len. from stem	.44 every frame.	
Framing in Peaks, Angle or [	10 3 1/2 .40		Tank Side Brackets, height above base line at toe of Frame and thickness	74 1/2 .50 .52 where no 3rd deck	
Diameter and Spacing of Rivets through Frame and Shell Plating amidships	7/8" dia Riv. 5 1/2" Pitch.		INNER BOTTOM PLATING.		
State if Frame Joggled	Yes		Breadth and thickness of Middle Line Strake	56 .56-.48	
PANTING ARRANGEMENTS (Sec. 7), state system and particulars	Deep Frame Arrangement		Thickness of remainder in Holds	.48-.44	
STRENGTHENING OF BOTTOM FORWARD. State Particulars	10 3 1/2 .42 with 7 3 1/2 .38 A reverse. (Depth 12" Add int. side girders fitted 8'-0" apart & half height girder extending as far as practicable. Three strakes of shell plating next to keel maintained 72 thick to coll. bulkhead.		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?	Yes	
SINGLE BOTTOM.			BEAMS.		
Floors, Depth and thickness at mid-line in Holds			Uppermost Continuous Deck, amidships in Wells, Amidships [	8x3x3x.34	
Height of Brackets at side above base line at toe of frame			" " in way of Bridge, Amidships [	8x3x3x.44	
Middle Line Keelson, on Floors, Angles, [or [			" " Spacing	30	
" " Through Plate or Intercoastal Plate			Second Deck, amidships, Amidships [or [	8x3x3x.36	
" " Foundation Plate on Floors			" " Spacing	9x3x.38	
" " Flat Plate Keel Angles			Third Deck, amidships, Amidships [or [	10x3x.54 (77-80)	
Side Keelsons, No. each side			" " Spacing	8x3x3x.44 (60-75)	
" " thickness of Intercoastal Plate			Fourth Deck, amidships, Angle, [or [	8x3x3x.48 (52-58)	
" " Angles			" " Spacing	8x3x3x.54 (132-145)	
DOUBLE BOTTOM.			Peep Deck, Angle, [or [
Solid Floors, thickness and spacing	.44 every frame		" " Spacing		
" " Are Frame and Reversed Frame joggled?	Frame only.		Bridge Deck, Amidships [Amidships [	8x3x3x.44 & .38	
Bracket Floors, breadth and thickness at middle line			" " Spacing	30 & 24	
" " breadth and thickness at margin plate			Forecastle Deck, Amidships [Amidships [	8x3x3x.34	
			" " Spacing	27 & 24	

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.....					Stringer Plate, breadth and thickness in way of Bridge		66-.40	
" in 'tween Decks, Size and Spacing.....					Thickness of Plating abreast Deck openings in way of Wells		39-.36	
" " " " " "					Thickness of Plating abreast Deck openings in way of Bridge .....		.42	
" in Holds " " " "					Thickness of Plating within line of openings...		.36-.32	
" " " " " "					If Sheathed, material and thickness		3" O.P. in accommodation, and crews quarters.	
Centre Line Bulkhead, Stiffeners and Spacing.....					Third Deck. (Partial)			
Plating, thickness of					Stringer Plate, breadth and thickness.....		.34	
" " " " " "					If Plated, state thickness.....		.30	
STRINGERS AND DECKS.					Fourth Deck.			
Uppermost Continuous Deck.					Stringer Plate, breadth and thickness.....			
Stringer Plate, breadth and thickness in Wells		69	.98		If Plated, state thickness			
" " " " in way of Bridge		69	.46-.36		Peep Deck.			
" " " " " "		69	1.14 DE	.92 at B end	Stringer Plate, breadth and thickness			
" Angle in Wells		6x6x.98 A			Plating, Sheathing, material and thickness			
Thickness of Plating abreast Deck openings in way of Wells .....		.92 at No. 2 Hatchway			Bridge Deck.			
Thickness of Plating abreast Deck openings in way of Bridge .....		.42			Stringer Plate, breadth and thickness.....		69 .74-.40 & .38	
Thickness of Plating within line of openings...		.48-.36			Plating, Sheathing, material and thickness .....		.56 Hatchway	
If Sheathed, material and thickness		3" O.P. where exposed			" " " " " "		.50 Eng Opening	-.30
Second Deck.		3" O.P. inside House.			Forecastle Deck.		.44 between openings	
Stringer Plate, breadth and thickness in Wells...		66 .46-.42			Stringer Plate, breadth and thickness		3" O.P. where exposed	
					Plating, Sheathing, material and thickness		2" O.P. inside house	
							37 .38	
							.30 3" O.P. 4" Teak.	
							under windlass & cable runs.	

SHELL PLATING.

SCANTLINGS.					RIVETING.									
STRAKES.	AS IN VESSEL.				ANY DEPARTURE FROM APPROVED PLANS TO BE NOTED.	EDGES.			BUTTS.					
	AMIDSHIPS.		FORWARD.	AFT.		State if logged?	No	SINGLE OR DOUBLE.	RIVETS.		NO. OF ROWS OF RIVETS.	RIVETS.		STRAPPED OR LAPPED.
	Breadth.	Thickness.	Thickness.	Thickness.					Diam.	Spacing cr. to cr.		Diam.	Spacing cr. to cr.	
	Inches.	Inches.	Inches.	Inches.								Inches.	Inches.	
FLAT PLATE KEEL	56	.98	.84	.84		Double	1 1/2	4 1/2	3	1 1/2	3 1/2			D.B.S.
„ DBLG. (if any)		/												
BOTTOM PLATING, No. of Strakes .....		.72	.52	.52		"	7/8	3 1/2	4-3	7/8	3 1/2			Lapped
BILGE PLATING, No. of Strakes .....		.72	.52	.52		"	"	"	"	"	"			"
SIDE PLATING, No. of Strakes .....		.70	.50	.50		"	"	"	"	"	"			"
UPPER DECK, Sheer-strake in Wells.....	97	1.14	.50	.50		"	1 1/2	4 1/2	5-3	1 1/2-7/8	4 1/2			"
UPPER DECK, Sheer-strake in Bridge ...	91	.70			Doubling plates at Bridge end.	"	7/8	3 1/2	4-3	7/8	3 1/2			"
STRAKE BELOW Sheer-strake in Wells.....	83 7/16	.90	.50	.50		"	1	4	5-3	1 7/8	4			"
STRAKE BELOW Sheer-strake in Bridge ...	"	.70				"	7/8	3 1/2	4-3	7/8	3 1/2			"
POOP SIDE PLATING		/												
BRIDGE SIDE PLATING .....		.72		.42		"	7/8	3 1/2	4-2	7/8	3 1/2			"
FOREC'TLE SIDE PLATING			.46			/			/	3/4	2 5/8			"

WATERTIGHT BULKHEADS.

Total No. of W.T. BULKHEADS in Vessel—	
Extending to Upper Deck (Sec. 3 c)	7.
Deck next below	1.
As per Rule	8.

For particulars of other bulkheads, Please see Approved plan.

	Plating Thickness.	STIFFENERS.			
		VERTICAL.		HORIZONTAL.	
		Scantlings	Spacing.	Scantlings	Spacing.
MIDSHIP BULKHEAD, Upper 'tween decks	146	.26	5x3x.34A	30	
" " " "	196	.26	" "	24	
" " Second	146	.32	5x3x.40B	30	
" " " "	196	.30	" "	24	
" " Third	146	.52-.34	11x3 1/2x.40BA	30	
" " Holds	196	.54-.34	8x3 1/2x.40BA	24	Semi box beam pl.
COLLISION " (in Hold)	196	.70-.30	9x3 1/2x.40BA	24	Beam
AFTER PEAK " "	12	.70-.30	7x3x.34B & 12x3x.50BA	24	Beam

FORGINGS and CASTINGS.

	Casting or Forging.	Scantlings.	Maker's Name.	Any departure from approved plans to be noted.
KEEL, Bar	/			
STEM	R.S. C.S.	11x2 7/8	Nagasaki Works, Mitsubishi Z.K.	
STERN FRAME { Propeller Post	C.S.	See Approved plan.	Kobe Steel Wks.	
{ Shaft bracket " "				
RUDDER—A x D.....	915			
Speed of Vessel.....	16 knots			
RUDDER mainpiece at head ...	F.S.	14 1/2	Kawasaki Sharyo Kabushiki Kaisha.	
" " heel ...	"	11 1/2		
" how constructed	Built C.S.Arms. Stream line.			
" double or single plate	Centre plate	1.20	Outer plates	.50 (see plans)
" coupling, vertical or horizontal	Vertical	36x32 1/2		

STEEL.

Manufacturer's Name or Trade Mark of the Steel used in the construction of the Vessel (state process of manufacture) **Open Hearth Process.**
David Colville & Sons Ltd., Stewarts & Lloyds Ltd., William Beardmore & Co Ltd., Lanarkshire Steel Co Ltd., The Steel Co. of Scotland., Consett Iron Co., Guest Keen & Nettlefolds Ltd.,
 Has the Steel been tested as required by the Rules? **Yes.**

EQUIPMENT No. 56829.6

LETTER *gt*

ANCHORS. 3B. 1S.

Number of Certificate.	Anchor.	WEIGHT, EX. STOCK			WEIGHT OF STOCK			TEST, PER CERTIFICATE				WEIGHT REQUIRED BY TABLE 53.	Description of Anchor	Makers.	Where and when tested and Superintendent.
		Cwts.	qrs.	lbs.	Cwts.	qrs.	lbs.	Tons.	cwts.	qrs.	lbs.	Cwts.			
1018	1st Bower	100	3	4	Stockless			67	12	2	0		Halls Improved Type.	Kobe Steel Wks.	Kobe 25-11-29 A.W.
1017	2nd "	99	1	11				67	5	0	0		"	"	"
1016	3rd "	101	0	1				67	12	2	0		"	"	"
	Collective weight.	301	0	16								271-0-0			
998	Stream	28	1	9	7	1	13	27	8	0	14		Ordinary.	"	4-10-29 A.W.

CHAIN CABLES.

HAWSEERS AND WARPS.

Number of Certificate.	Length and size supplied.		Test per Certificate.		WEIGHT OF CHAIN CABLE.		Length and size per Table 53.		Description.	Makers of Cables.	Where and when tested, and Superintendent.	Material.	Length and size supplied.		Breaking Test of Steel Wire.	Length and size per Table 53.	
	Length.	Diam.	Statio- tory.	Break- ing.	Supplied.	Per Rule.	Length.	Diam.					Length.	Diam.		Length.	Diam.
1681	346 ⁵ / ₈	2 ¹¹ / ₁₆	125 ¹ / ₁₀	175 ¹ / ₁₀	1364-2-21	1200	330	2 ¹¹ / ₁₆	S.L.	Osaka Chain Wks.	Osaka 21/25/26-10-29.YJo.	SF	130	6 ¹ / ₂	125.3	130	7
												SF	2-100	4	55.2	2-100	2 ¹ / ₂
												SF	2-120	3 ¹ / ₂	38.2	2-100	2 ¹ / ₂
												SF	2-120	3	28.1		
Iron Stream Chain or Steel Wire.	120	5 ¹ / ₂			95.1 S.F.		120	6									

Steering Gear, Steam *Brown Bros' Electro Hydraulic Gear.* Steering Gear, Hand /
Boat *Lifeboats (Motor).* Steering Chains, Size and Test / Windlass *Atlas Werke A.G. Bremen*
Ceiling in Holds, thickness and material *2¹/₂" pine laid on 2" pine* Cargo Battens, thickness, material and spacing *6"x2" wood not more than 8" apart,*
Cargo Hatchways, *Weather* *1¹/₂" battens in Nos. 1, 2, 4 & 6 Holds* Thickness of Hatches *3" O. Pine.*
Size of No. 1 Hatchway (Forward) *18'0"x18'0" No. 3 11'9"x22'0" No. 4 15'0"x20'0" No. 5 27'6"x20'0" No. 6 17'6"x18'0"*
Number of Shifting Beams and/or Fore and Afters *No. 1 - 3. No. 2 - 6. No. 3 - 2. No. 4 - 3. No. 5 - 5. No. 6 - 3.*
NAGASAKI WORKS, MITSUBISHI ZOSSEN KAISHA, LTD.

Builder's Signature

S. Motora
GENERAL MANAGER.

GENERAL DECLARATION. It should be stated (a) whether the vessel is fitted for the carriage and burning of oil used as fuel *Yes* (b) whether the vessel, not being an oil tanker, is fitted for carrying oil as cargo *No*. The positions in which oil is carried as fuel or cargo should be indicated, together with the flash point.

This vessel has been built in accordance with the Rules and Approved plans.

The materials and workmanship are good.

The fore and aft peak tanks, fuel oil and fresh water tanks, double bottom tanks, weather decks, gutterways and O.T. & W.T. bulkheads have been satisfactorily tested.

The freeboard has been verified and the freeboard marks have been "cut in" on the vessel's side.

All boat davits have been tested with full load plus 10%.

Oil is carried as fuel in Nos. 3, 4, 6, 7 & 10 Double bottom tanks, Nos. 1 & 2 Tunnel side tanks, and A & B Deep tanks. Flash point of oil above 150° F.

Sister vessel "Terukuni Maru", Nagasaki Report No. 1734.

Plans sent under separate cover of:- Midship Section. Construction profile & deck (2 in No). Deck house plan. W.T. & O.T. Bulkhead plan. Shell expansion plan. Stem plan. Stern frame and stern cut up plan. Rudder plan. Shaft bracket plan. Pumping plan, and also Steel Invoices.

Certificates of Castings and Forgings herewith.

The amount of Entry Fee £*120:00* Fees applied for,
Special Survey Fee.... £*711:78* 2. 9. 1930
Freeboard. " 225:00 Received by me,
Tonnage Expenses, if any £*70:00* 16. 9. 1930 *Ed.*
(Kobe charge)

I am of opinion the Vessel should be Classed **100A1*
with freeboard.

State whether the Vessel has been built under Special Survey *Yes.*

Signature

George Anderson
Surveyor to Lloyd's Register of Shipping.

Certificates to be sent to *Nagasaki.* Date of issue *14/10/30*

Committee's Minute *TUE. 14 OCT 1930*

Character assigned *+ 100A1*

*with pbd.**+ L.M.C. 8.30**Lloyd's A+C.P.**C.L.**Oil Eng. 2 DB. 100 cl.*

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Lloyd's Register
Foundation

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.)

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

1st Bower	56-3-26.	A.W.	1018.	8-8-29.
2nd "	57-1-21.	"	1017.	"
3rd "	56-3-15.	"	1016.	"

PARTICULARS FOR RECORD in the REGISTER BOOK.—Length of Poop / ft., R.Q.D. / ft., Bridge **372.5** ft., Forecastle **73.25** ft. (in feet and tenths). When the Poop is joined to the B.D., this should be distinctly stated **Combined Bridge & Poop.**

No. and Material of Decks (this information is to be given as it should appear in the Register Book) **2 Dks Stl (U.D.S. 2nd Dk-pt. S) 3rd D Stl in Nos. 1. 3. 4 and forward end of No. 5 Hold.**

Official No. **36223.** ; Signal Letters **V.G.R.Q.** Is bottom of Vessel coated with cement / if not give particulars of composition **Fore and aft peak tanks, F.W. & W.B. tanks and Wells cement washed. Fuel oil tanks not coated.**

PARTICULARS OF WATER BALLAST.—

Where Fitted.	*Length. Feet.	Water Capacity. Tons.	Where Fitted.	*Length. Feet.	Water Capacity. Tons.
Double bottom, aft,	155.0	480.3	Fore peak tank,	28.25	99.5
Double bottom, under Engines and Boilers,			After peak tank,	25.0	160.0
Double bottom, if under Engines only,	92.5	675.8	Deep tank, aft, P&S. sides of Tunnel.	60.0	501.4
Double bottom, if under Boilers only,			Deep tank, forward, Fuel oil (119-131 P&S)	30.0	1321.7
Double bottom, forward,	184.25	651.4	Other tanks, if fitted F.W. tank (76-81 P&S)	12.5	381.1
		Total capacity of double bottom 1807.5	(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. **89**

Date **11th Sept 1928.**
LONDON.

Dates of Surveys held while building

1929. Apr 19. 22. 25. 30 May 8. 14. 20. 23. 28. 30 June 4. 18. 21. 22. 24. 29 July 4. 11. 18. 21. 25. 28. 30 Aug 6. 13. 19. 22. 26 Sept 6. 21. 27 Oct 14. 16. 19. 22. 25. 28. 30 Nov 5. 8. 14. 18. 22. 25. 28. 30 Dec 4. 5. 6. 10. 14. 15. 18. 23. 26. 28.
1930. Jan 14. 15. 20. 21. 24. 31 Feb 7. 10. 14. 15. 21 Mar 6. 7. 14. 24 Apr 9. 26 May 1. 7. 9. 17. 18. 22. 26. 29 June 3. 11. 23. 24. 27 July 1. 3. 6. 25. 29. 30. 31 Aug 4. 15. 18. 21. 26. 29. 30 Sept 3.